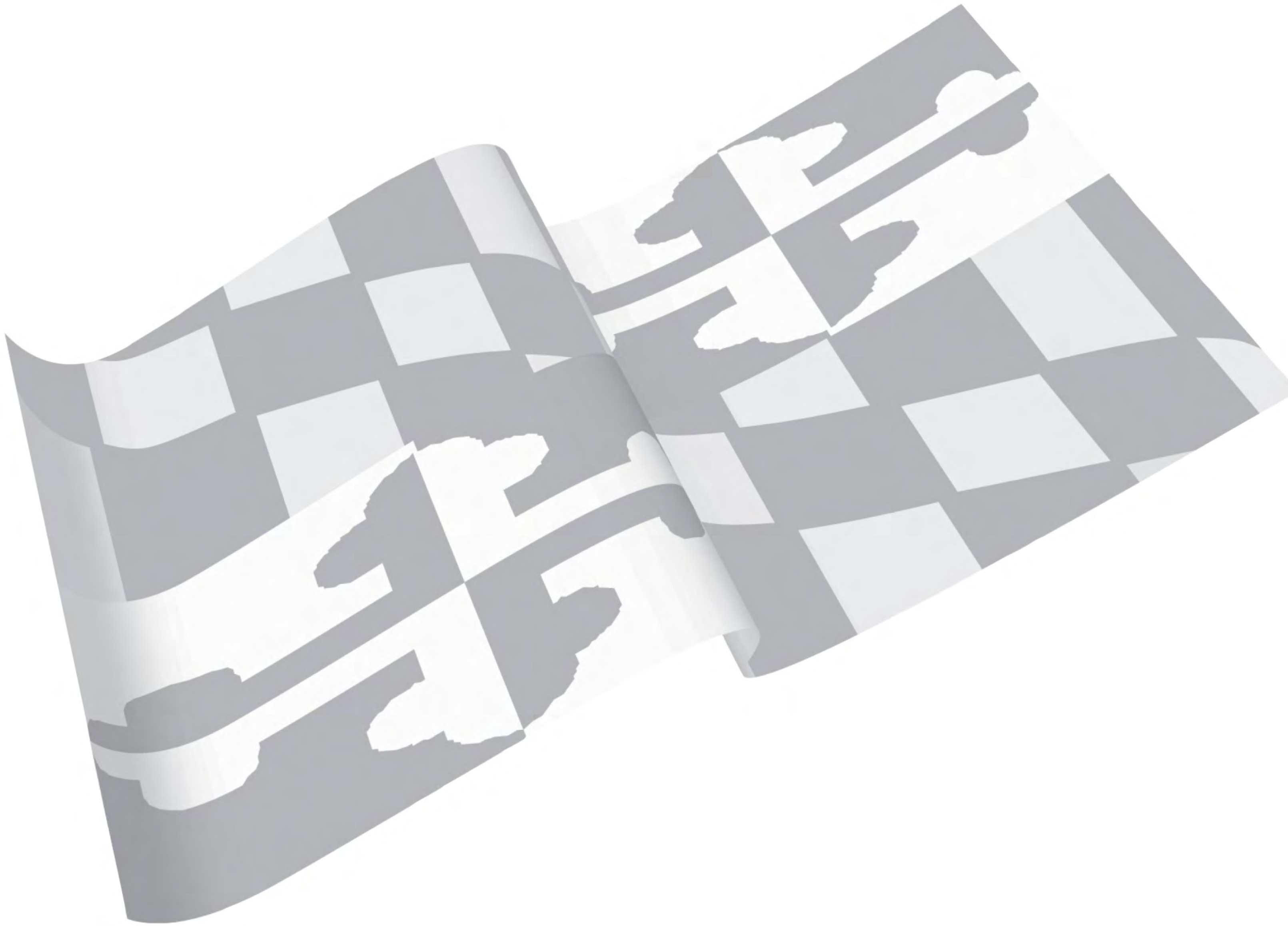


MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**853.6**	**1,063.9**	**935.3**	**861.5**	**777.9**	**759.9**	**5,252.0**
System Preservation	304.1	405.1	565.5	563.9	491.9	501.0	2,831.6
Expansion/Efficiency	483.6	586.1	264.9	197.6	190.8	187.6	1,910.7
Safety & Security	9.1	6.4	1.1	-	-	-	16.7
Local Funding	4.2	13.2	53.3	49.7	42.1	21.3	183.9
Environment	50.6	50.0	50.0	50.0	51.2	50.0	301.8
Administration	2.0	3.0	0.4	0.2	1.8	-	7.5
Major Development & Evaluation Program	**71.9**	**42.6**	**46.3**	**1.4**	**1.1**	**5.6**	**168.8**
Expansion/Efficiency	56.1	41.3	46.3	0.4	0.4	5.6	150.0
Safety & Security	0.6	0.6	0.0	1.0	0.7	-	2.9
Local Funding	0.3	0.7	-	-	-	-	1.0
Environment	14.9	-	-	-	-	-	14.9
Minor Program	**46.1**	**48.0**	**47.0**	**29.8**	**31.6**	**10.2**	**212.6**
System Preservation	27.0	32.6	38.2	27.5	23.0	10.2	158.4
Expansion/Efficiency	5.9	3.1	0.4	0.2	2.1	-	11.7
Safety & Security	5.0	6.8	3.0	0.4	0.4	-	15.6
Environment	3.8	4.2	4.4	0.4	3.2	-	16.0
Administration	4.5	1.4	0.9	1.3	2.8	-	10.9
Capital Salaries, Wages & Other Costs	**19.8**	**21.9**	**21.9**	**20.5**	**23.2**	**22.0**	**129.2**
TOTAL	**991.4**	**1,176.3**	**1,050.4**	**913.2**	**833.7**	**797.6**	**5,762.6**
Special Funds	670.0	751.4	544.0	474.1	423.8	423.8	3,287.0
Federal Funds	318.7	388.6	446.1	363.6	319.9	319.5	2,156.5
Other Funds	2.7	36.3	60.3	75.4	90.0	54.4	319.2
Special Funds Breakdown							
General Fund	56.6	8.8	4.8	-	0.0	-	70.1
Transportation Trust Fund	613.4	742.6	539.2	474.1	423.8	423.8	3,216.9
SPECIAL FUNDS TOTAL	**670.0**	**751.4**	**544.0**	**474.1**	**423.8**	**423.8**	**3,287.0**
Other Funds Breakdown							
GARVEE	-	30.0	57.0	75.0	90.0	54.4	306.4
Other (Not GARVEE)	2.7	6.3	3.3	0.4	0.0	0.0	12.8
OTHER FUNDS TOTAL	**2.7**	**36.3**	**60.3**	**75.4**	**90.0**	**54.4**	**319.2**

MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA CONSTRUCTION PROGRAM

PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks, replacement track switches, high-level platforms, and yard electrification at MARC Martin State Airport facility. Also includes the construction of the MARC Riverside heavy maintenance building, including two new natural gas and diesel burners, and pavement repair. Each of these facilities support equipment that is used across all MARC lines.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide a critically needed maintenance facility for the MARC fleet. Upgrades to the maintenance facility will reduce interference with Amtrak operations at Washington Union Station and Penn Station and provide urgently needed fleet storage away from the passenger platforms at the station.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: Additional storage capacity enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms and will help with maintenance inspections. The new maintenance facility will house specialized equipment to support maintenance of MARC's diesel locomotives.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

[X] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: Construction for the MARC Martin State Airport Station improvements began in FY 2026 and is underway. Design for the MARC Martin State Airport Station high-level platforms will be complete in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	76	76	(0)	0	0	0	0	0	0	0	0
Engineering	19,110	11,098	2,575	3,557	4,455	0	0	0	0	8,012	0
Right-of-way	2,033	2,033	2	0	0	0	0	0	0	0	0
Utility	598	598	37	0	0	0	0	0	0	0	0
Construction	123,276	59,872	3,475	14,300	37,646	11,458	0	0	0	63,404	0
Total	**145,093**	**73,677**	**6,089**	**17,857**	**42,101**	**11,458**	**0**	**0**	**0**	**71,416**	**0**
Federal-Aid	112,366	57,121	4,551	13,380	32,714	9,150	0	0	0	55,245	0
Special	31,227	16,531	1,513	4,247	8,141	2,308	0	(0)	0	14,696	0
Other	1,500	25	25	229	1,246	0	0	0	0	1,475	0

1217, 1545, 1571, 1738, 1986, 2307, 2451

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC Improvements on Penn Line

DESCRIPTION: Ongoing improvement program to ensure safety and quality of service along the MARC Penn Line. Program is implemented through Amtrak construction agreements that are required in order to provide MARC service on the Amtrak-owned rail corridor. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn and Washington Union Stations, interlocking work, and other track improvements along the Northeast Corridor.

PURPOSE & NEED SUMMARY STATEMENT: Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Projects such as interlocking replacements and platform improvements are needed to keep the system in a state of good repair.

SMART GROWTH STATUS:
- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Ongoing projects on the Penn Line are governed by the Passenger Rail Investment and Improvement Act of 2008. Northbound and southbound staircase replacement project at MARC Halethorpe Station completed in FY 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	14,372	5,672	2,100	8,700	0	0	0	0	0	8,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	491,337	293,013	32,370	28,109	37,200	37,015	32,000	32,000	32,000	198,324	0
Total	**505,710**	**298,686**	**34,471**	**36,809**	**37,200**	**37,015**	**32,000**	**32,000**	**32,000**	**207,024**	**0**
Federal-Aid	395,001	229,516	26,227	29,447	29,625	29,612	25,600	25,600	25,600	165,484	0
Special	110,709	69,169	8,244	7,362	7,575	7,403	6,400	6,400	6,400	41,539	0
Other	0	0	0	0	0	0	0	0	0	0	0

0183, 1460, 1734, 2327, 2329, 2545, 2632

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $31.0M due to the new program year (FY 2032) and the addition of the MARC Penn Station Master Plan project, which includes MTA funding to Amtrak for state of good repair improvements to stairs, escalators, and elevators at Penn Station.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC Improvements on Camden and Brunswick Lines

DESCRIPTION: Ongoing improvement program to ensure safety and quality of service along the MARC Camden and Brunswick lines. Program is implemented through CSX construction agreements that are required in order to provide MARC service on CSX-owned rail corridors. CSX efforts include projects such as interlocking replacements and other track improvements.

PURPOSE & NEED SUMMARY STATEMENT: Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Projects such as interlocking replacements and platform improvements are needed to keep the system in a state of good repair.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,340	426	316	914	0	0	0	0	0	914	0
Engineering	5,729	2,488	253	1,742	1,250	250	0	0	0	3,242	0
Right-of-way	19	19	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	188,998	140,465	7,654	8,657	4,228	17,649	6,000	6,000	6,000	48,533	0
Total	**196,087**	**143,398**	**8,223**	**11,312**	**5,478**	**17,899**	**6,000**	**6,000**	**6,000**	**52,689**	**0**
Federal-Aid	150,856	109,304	9,533	8,451	4,382	14,319	4,800	4,800	4,800	41,552	0
Special	45,230	34,094	(1,311)	2,861	1,096	3,580	1,200	1,200	1,200	11,137	0
Other	0	0	0	0	0	0	0	0	0	0	0

0687, 1937, 2299, 2300, 2302, 2303, 2304, 2305, 2408, 2440, 2521

STATUS: Anacostia River lift bridge and installation of new switch panels at F-Tower, Dorsey, and JD interlocking completed in FY 2026. QN tower signal upgrades at Washington Union Station and corridor integrity monitoring projects will be completed in FY 2027. 30% design for MARC College Park Accessible station project to be completed in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $6.8M due to the addition of new switch panel installation projects at MARC Jessup and Savage Stations. Increases are offset by various completed MARC-CSX Joint Benefit projects.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of MARC multi-level railcars. MARC coaches are used interchangeably across all MARC lines.

PURPOSE & NEED SUMMARY STATEMENT: Overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project includes railcar purchases and overhauls of MARC coaches to refurbish and update mechanical systems, car bodies, and truck components.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	934	313	300	700	670	0	0	0	1,670	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	255,365	61,978	1,914	4,208	17,102	18,278	23,550	35,200	27,000	125,338	68,050
Total	**257,969**	**62,911**	**2,227**	**4,508**	**17,802**	**18,948**	**23,550**	**35,200**	**27,000**	**127,008**	**68,050**
Federal-Aid	150,274	49,745	1,750	3,148	14,223	15,158	18,840	28,160	21,000	100,529	0
Special	107,695	13,166	477	1,360	3,579	3,790	4,710	7,040	6,000	26,479	68,050
Other	0	0	0	0	0	0	0	0	0	0	0

1304, 1502, 1567, 1569, 2371, 2553

STATUS: Overhaul of 63 MARC III railcars is complete following final inspections and project certifications, including safety-critical items. Stage 2 overhauls for MARC IV railcar trucks (54 railcars) will begin in FY 2027. Scope development for mid-life overhaul of MARC IV scheduled to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $27.0M due to the new program year and miscellaneous adjustments.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives. Diesel locomotives are used interchangeably across all MARC lines, while electric locomotives are used only on the Penn line. This project will include the procurement of an electric locomotive power solution to allow for electric operations of the Penn Line when required by Amtrak on the NEC, after the completion of the Frederick Douglass Tunnel Project.

PURPOSE & NEED SUMMARY STATEMENT: Overhaul of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations. Replacement diesel locomotives have higher horsepower and meet EPA air quality emissions standards.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Locomotive overhauls and replacements are needed to maintain a state of good repair.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MARC MP36PH-3C Locomotive mid-life overhaul (26 locomotives) and MARC New Locomotives currently in procurement, the latter of which includes a joint procurement with Massachusetts Bay Transportation Authority (MBTA).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,918	2,235	435	486	674	10,523	0	0	0	11,683	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	260,982	15,405	2,612	16,948	16,701	30,775	80,675	52,078	48,000	245,177	400
Total	**274,900**	**17,640**	**3,047**	**17,434**	**17,375**	**41,298**	**80,675**	**52,078**	**48,000**	**256,859**	**400**
Federal-Aid	217,890	12,683	2,285	13,947	13,900	33,038	64,540	41,663	38,120	205,207	0
Special	57,010	4,958	762	3,487	3,475	8,260	16,135	10,416	9,880	51,652	400
Other	0	0	0	0	0	0	0	0	0	0	0

1444, 1500, 1501, 1568, 2559

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost allocation increased by $18.8M due to the new program year and miscellaneous adjustments.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control (PTC) for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

PURPOSE & NEED SUMMARY STATEMENT: PTC for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Ensure the safe operation of MARC service.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: The Board of Public Works approved Positive Train Control (PTC) third touch in FY 2026. Survey of MARC equipment is ongoing and is expected to be complete in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	477	477	(0)	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,666	36,807	2,378	3,844	0	1,008	1,008	0	0	5,860	0
Total	**43,143**	**37,284**	**2,378**	**3,844**	**0**	**1,008**	**1,008**	**0**	**0**	**5,860**	**0**
Federal-Aid	34,785	29,730	2,151	3,442	0	806	806	0	0	5,055	0
Special	8,358	7,553	226	401	0	202	202	(0)	0	805	0
Other	0	0	0	0	0	0	0	0	0	0	0

1380, 2453, 2454

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages and improvements to the existing bus loop, storm water facility, and station including passenger-friendly amenities. The MARC BWI Station serves the Penn line.

PURPOSE & NEED SUMMARY STATEMENT: Repairs to both garages and upgrades to the existing infrastructure of the station are necessary to preserve the BWI Rail Station.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project includes inspection and repairs to garages as well as maintenance repairs and passenger improvements to the station.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: 100% design efforts for concrete and asphalt bus loop pavement and storm water facilities at MARC BWI Station are complete. Project expecting to be readvertised in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,629	7,286	130	917	425	0	0	0	0	1,342	0
Total	**10,853**	**9,510**	**130**	**917**	**425**	**0**	**0**	**0**	**0**	**1,342**	**0**
Federal-Aid	6,731	5,657	(152)	734	340	0	0	0	0	1,074	0
Special	4,121	3,853	282	183	85	0	0	0	0	268	0
Other	0	0	0	0	0	0	0	0	0	0	0

1209, 2059

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC Odenton Station Renovation

DESCRIPTION: This project will provide design and construction for renovations to the existing MARC Odenton Station, which serves the Penn line. Interior renovations will include new doors, lighting, flooring, seating, HVAC, paint, millwork at customer service counter, and other miscellaneous customer amenities. Interior renovation will also include accessible restrooms and water cooler. Exterior renovations will include improved drainage, exterior signage, and replacement of all doors and windows. Temporary restrooms and ticket facilities will be provided during construction.

PURPOSE & NEED SUMMARY STATEMENT: The MARC Odenton Station was constructed in the 1940's and requires upgrades to the facility to improve ADA accessibility and to maintain a state of good repair.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project includes repairs and passenger improvements to the station.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Station renovation design complete and construction is anticipated to begin in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	524	524	107	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,097	70	70	1,040	987	0	0	0	0	2,027	0
Total	**2,621**	**594**	**177**	**1,040**	**987**	**0**	**0**	**0**	**0**	**2,027**	**0**
Federal-Aid	2,049	428	104	832	789	0	0	0	0	1,621	0
Special	572	166	73	208	197	0	(0)	0	0	405	0
Other	0	0	0	0	0	0	0	0	0	0	0

1844

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: Freight Rail Program

DESCRIPTION: The MTA Freight Rail program supports inspection, design, maintenance, and rehabilitation projects for state-owned freight rail lines, structures, and grade crossings. Projects include regular inspection and rehabilitation of freight railroad bridges in compliance with Federal regulations, grade crossing inspection and repair, and track improvements.

PURPOSE & NEED SUMMARY STATEMENT: Projects are identified and funded to meet Federal Railroad Administration (FRA) requirements, and support continued safe and efficient freight rail operations that are essential to the economic viability of the areas they serve. Inactive lines also require maintenance to ensure preservation of rights of way and address safety concerns that may arise.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: MTA must continue to comply with FRA standards to support continued safe and efficient operations while providing economic vitality across the state of Maryland.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Bridge inspections are conducted annually, per FRA regulations. Grade crossings are inspected periodically to identify priorities for repair work. Other projects are identified according to conditions to support continued safe operation, preserve and maintain rights of way, and maintain safe conditions.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,208	10,745	1,058	1,224	64	0	175	0	0	1,463	0
Right-of-way	225	225	182	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,178	21,798	1,036	198	867	3,797	0	1,000	1,517	7,379	0
Total	**41,611**	**32,769**	**2,276**	**1,422**	**931**	**3,797**	**175**	**1,000**	**1,517**	**8,842**	**0**
Federal-Aid	2,500	2,500	269	0	0	0	0	0	0	0	0
Special	38,796	29,954	2,007	1,422	931	3,797	175	1,000	1,517	8,842	0
Other	315	315	0	0	0	0	0	0	0	0	0

USAGE:

0213, 1661, 1662, 1663, 1744, 1787, 1788, 1789, 1790, 1792, 1793, 1875, 1926, 1929, 1930, 2044, 2045, 2147, 2148, 2149, 2150, 2152

PROJECT: Homeland Security

DESCRIPTION: Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. To reduce the risk and consequences of terrorism to MTA's customers, infrastructure and communities.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances MTA's capabilities to protect critical infrastructure, provide law enforcement with resources to increase their physical presence, train employees and transit riders to be aware of security related issues, and develop and enhance processes, standards, voice and video communication systems and cooperative agreements with local partners.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project enhances MTA's systems, law enforcement resources, and physical infrastructure.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: FY 2022 Homeland Security grant activities are complete, and grant closeout is underway. FY 2025 Homeland Security activities are underway, and include security/emergency drills and exercises, Anti-Terrorism Teams (ATT), and special events and surge overtime.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,751	1,751	776	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,659	410	410	6,839	410	0	0	0	0	7,249	0
Total	**9,411**	**2,162**	**1,186**	**6,839**	**410**	**0**	**0**	**0**	**0**	**7,249**	**0**
Federal-Aid	9,411	2,162	1,200	6,839	410	0	0	0	0	7,249	0
Special	(0)	(0)	(14)	(0)	0	0	0	0	0	(0)	0
Other	0	0	0	0	0	0	0	0	0	0	0

90708

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $6.9M due to the removal of completed prior-year Homeland Security grant funded projects. Offsetting adjustments include the addition of FY 2025 Homeland Security grant projects.

USAGE:

PROJECT: Metro and Light Rail Maintenance of Way

DESCRIPTION: Provide annual maintenance to major systemwide rail infrastructure to keep vital guideway elements in a state of good repair. Such elements include but are not limited to aerial structures and stations, girders, motor operated switches, ballast, concrete and timber ties, trackwork. Also support emergency response services as well as program management along the roadway as well as at railyards.

PURPOSE & NEED SUMMARY STATEMENT: To ensure that all rail-related systems are maintained in a state of good repair while providing safe and reliable service to riders.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Continued maintenance of crucial railway elements is essential to reduce system failures and to improve safety and reliability.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Various ongoing design and construction efforts as MTA continues to ensure railway elements are kept in a state of good repair. MOW contract and material orders currently in procurement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,966	10,387	1,158	703	837	900	139	0	0	2,580	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	193,001	108,057	1,465	11,285	12,807	31,237	10,341	6,612	12,663	84,944	0
Total	**205,967**	**118,444**	**2,623**	**11,989**	**13,643**	**32,137**	**10,480**	**6,612**	**12,663**	**87,524**	**0**
Federal-Aid	39,699	14,299	1,723	8,791	10,762	559	0	5,289	0	25,400	0
Special	166,268	104,145	900	3,198	2,882	31,579	10,480	1,322	12,663	62,123	0
Other	0	0	0	0	0	0	0	0	0	0	0

0239, 1465, 1599, 1748, 1770, 1804, 1890, 2543, 2619

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Funds for a new Brandt Truck were reduced for fiscal capacity reasons.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.
Metro annual ridership in FY 2026 exceeded 4.2 million.

PROJECT: Light Rail Vehicle Overhaul

DESCRIPTION: Perform a mid-life overhaul of Light Rail vehicles. A 15-year inspection and overhaul of the major and sub-assemblies of the vehicles will be performed. The effort will also involve identifying and replacing obsolete parts to improve vehicle performance. This project also supports ongoing overhauls of systems to ensure reliability and safety.

PURPOSE & NEED SUMMARY STATEMENT: Major overhaul of the Light Rail vehicles and upgrades of selected systems will ensure safe operation, reduce ongoing maintenance costs, increase vehicle reliability and availability, and increase passenger comfort and security.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Projects include an ongoing and major overhaul of the Light Rail fleet to ensure safe, reliable service to the end of the cars' useful life.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: All 52 vehicles undergoing mid-life overhaul have been completed and returned to service. Minor closeout activities anticipated in FY 2027. Other minor light rail vehicle repairs ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING (FOR PLANNING PURPOSES ONLY) ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,503	3,154	0	0	0	349	0	0	0	349	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	224,695	221,869	5,084	966	678	900	283	0	0	2,827	0
Total	**228,198**	**225,023**	**5,084**	**966**	**678**	**1,249**	**283**	**0**	**0**	**3,176**	**0**
Federal-Aid	151,733	151,653	8,763	0	80	0	0	0	0	80	0
Special	76,465	73,370	(3,679)	966	598	1,249	283	0	0	3,096	0
Other	0	0	0	0	0	0	0	0	0	0	0

1153, 1346, 1630, 1652, 1702, 2099, 2373

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.

PROJECT: Light Rail Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Light Rail including train control signals, grounding replacement, power systems, switches and switch heaters, substations, wide area network systems, suspension systems, and overhead catenary wire.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacements of systems throughout the Light Rail system is required to reduce system failures and improve reliability.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitation/replacement of Light Rail systems are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Phase 1 and 2 design for catenary system rehabilitation is complete. Catenary surge protection device grounding replacement began in FY 2026. Wide Area Network (WAN) Open Transport Network (OTN) replacement has been deferred to FY 2028. Substation component replacement is waiting notice to proceed (NTP).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,735	2,961	614	774	0	0	0	0	0	774	0
Right-of-way	836	429	300	406	0	0	0	0	0	406	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	51,553	8,714	1,895	10,307	14,166	14,485	800	0	0	39,759	3,081
Total	**56,124**	**12,104**	**2,809**	**11,487**	**14,166**	**14,485**	**800**	**0**	**0**	**40,939**	**3,081**
Federal-Aid	21,717	2,948	466	6,129	8,551	4,089	0	0	0	18,769	0
Special	34,406	9,156	2,343	5,358	5,616	10,396	800	0	0	22,170	3,081
Other	0	0	0	0	0	0	0	0	0	0	0

1466, 1522, 1531, 1555, 1749, 2490, 2507, 2661

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $127.0M as the traction power substation major rehabilitation project was reassigned to the Light Rail Modernization Program PIF (Line 46). Completed train control signal UPS upgrade, and Elm Road and South Yard substation repairs were removed.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.

PROJECT: Light Rail Trackwork Overhauls and Replacement

DESCRIPTION: Repairs and replacements of trackwork throughout the Light Rail system including switch ties, grade crossings, interlockings, and restraining rail curves.

PURPOSE & NEED SUMMARY STATEMENT: Repairs and replacements of trackwork throughout the Light Rail system is required to reduce system failures and improve reliability.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitation/replacement of Light Rail trackwork is needed to ensure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Design of interlockings, grade crossings, and restraining rail curve replacements at various locations are ongoing. North Avenue Yard reconstruction placed on hold following initial concept design submittal.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	44	44	31	0	0	0	0	0	0	0	0
Engineering	11,822	11,221	2,484	602	0	0	0	0	0	602	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	38,893	35	17	75	7,507	26,420	4,856	0	0	38,858	0
Total	**50,759**	**11,300**	**2,532**	**677**	**7,507**	**26,420**	**4,856**	**0**	**0**	**39,460**	**0**
Federal-Aid	7,374	1,160	683	207	6,006	0	0	0	0	6,213	0
Special	43,386	10,139	1,849	469	1,501	26,420	4,856	0	0	33,246	0
Other	0	0	0	0	0	0	0	0	0	0	0

1616, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1956, 1957, 2194, 2226, 2233, 2245, 2572, 2574, 2577, 2644

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $2.3M due to schedule and scope changes to various projects. The following completed projects were removed from the PIF: Timonium grade crossing, SOGR group survey & LiDAR alignment, peer review of design for ground track, and replacement of structural timber ties at 3 bridges.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.

PROJECT: Metro Interlocking Renewals

DESCRIPTION: Complete rebuild of track interlockings on the Metro system, at Charles Center, State Center, Old Court, Milford Mill, Owings Mills, Rogers Avenue, Reisterstown Plaza, and the Northwest Yard.

PURPOSE & NEED SUMMARY STATEMENT: Interlockings allow trains to cross from one track to another using turnouts and are essential for operations. Replacements are necessary to correct general degradation and wear and to ensure safety.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Interlocking renewals are needed to ensure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Replacement of the Reisterstown Plaza East interlocking construction is anticipated to begin in FY 2027. Design efforts for all other interlockings ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,934	10,934	426	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	83,961	40,726	2,472	454	0	9,848	24,904	8,028	0	43,235	0
Total	**94,894**	**51,659**	**2,897**	**454**	**0**	**9,848**	**24,904**	**8,028**	**0**	**43,235**	**0**
Federal-Aid	67,587	33,183	1,735	179	0	7,879	19,923	6,423	0	34,404	0
Special	27,307	18,477	1,162	274	0	1,970	4,981	1,606	0	8,830	0
Other	0	0	0	0	0	0	0	0	0	0	0

1223, 1720, 1772

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

PROJECT: Metro Station Rehabilitation Program

DESCRIPTION: Rehabilitation of Metro stations. Work will include above ground station platform repairs, staircase repair/replacement, structural repairs, roof replacement, snow melt equipment, water intrusion abatement, painting, surface finish upgrades, major plumbing repairs, equipment and lighting upgrades, and signage upgrades to include next train arrival displays.

PURPOSE & NEED SUMMARY STATEMENT: Station repairs/upgrades and equipment replacement are needed to stop leaks, increase energy efficiency, and extend the service life of Metro Subway stations.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitating Metro Stations will increase safety, reliability, and improve the customer experience for metro riders.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Metro platform rehab and snow melt system design is complete.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,678	3,431	458	502	0	0	0	745	0	1,248	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,414	1,814	185	0	2,600	0	0	0	0	2,600	0
Total	**9,092**	**5,244**	**643**	**502**	**2,600**	**0**	**0**	**745**	**0**	**3,848**	**0**
Federal-Aid	2,942	862	(18)	0	2,080	0	0	0	0	2,080	0
Special	6,150	4,382	661	502	520	(0)	(0)	745	0	1,768	0
Other	0	0	0	0	0	0	0	0	0	0	0

1560, 1565, 1725, 1854, 1883, 2048, 2573, 2647

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $19.2M due to funds reduced for the Platform Rehab and Snow Melt System, Repairs at 6 Metro Stations, and Shot Tower Station Enhancement projects for fiscal capacity reasons.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

PROJECT: Metro Railcar and Signal System Overhauls and Replacement

DESCRIPTION: Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components. A Communications-Based Train Control system will be installed.

PURPOSE & NEED SUMMARY STATEMENT: The new vehicles will replace the existing fleet which is nearing the end of its useful life. The replacement of the Railcar Fleet will enhance passenger comfort and convenience, ensure better reliability, and improve safety. On-going overhauls for Metro vehicle subsystems are required to reduce system failures and improve reliability.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Overhaul and replacement of Metro vehicles and signals system will ensure safe, reliable service.

SMART GROWTH STATUS:
- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Metro train control and vehicle replacement, ongoing overhauls and repairs, and communications-based train control installation are underway. 9 new metro cars have been conditionally accepted and entered service in FY 2026. Commissioning is underway for additional cars.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,712	5,670	282	42	0	0	0	0	0	42	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	546,298	444,839	65,345	50,286	38,617	7,258	5,298	0	0	101,459	0
Total	**552,010**	**450,509**	**65,628**	**50,328**	**38,617**	**7,258**	**5,298**	**0**	**0**	**101,501**	**0**
Federal-Aid	415,915	336,130	49,756	39,140	30,760	5,806	4,078	0	0	79,785	0
Special	136,095	114,379	15,872	11,188	7,856	1,452	1,220	(0)	0	21,716	0
Other	0	0	0	0	0	0	0	0	0	0	0

1281, 1415, 1642, 1766, 1864, 2626

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $1.8M miscellaneous program adjustments.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

PROJECT: Metro Maintenance Facility Improvements

DESCRIPTION: Replace, upgrade, and install maintenance equipment in the Wabash Rail Shop to support the maintenance of new Metro vehicles while concurrently maintaining the old fleet throughout the transition.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacement of heavy maintenance equipment is required to reduce equipment failures and to support the new metro fleet.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, bring MTA assets to a state of good repair, allow for the current fleet to stay in revenue service, and accommodate the new metro fleet.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction of the wheel truing machine, hoists and lifts is complete. Vehicle wash upgrade is currently in procurement and is expected to be advertised in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING (FOR PLANNING PURPOSES ONLY) ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,846	2,715	80	130	0	0	0	0	0	130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	30,869	14,055	1,319	548	4,967	4,156	7,024	120	0	16,814	0
Total	**33,714**	**16,770**	**1,398**	**678**	**4,967**	**4,156**	**7,024**	**120**	**0**	**16,945**	**0**
Federal-Aid	23,633	12,018	28	12	3,663	3,200	4,739	0	0	11,615	0
Special	10,082	4,752	1,371	666	1,303	956	2,285	120	0	5,330	0
Other	0	0	0	0	0	0	0	0	0	0	0

1530, 1795, 2666

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

PROJECT: Metro Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Metro Subway including communication, switch heater, stray current monitoring, preventive maintenance forecasting software, and electrical/power systems.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacements of systems throughout the Metro system are required to reduce system failures and improve reliability.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitation/replacement of Metro Subway systems are needed to ensure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING (FOR PLANNING PURPOSES ONLY) ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,298	4,375	616	813	1,994	390	357	370	0	3,923	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	31,940	5,253	1,547	6,197	8,208	3,622	2,443	3,217	3,000	26,687	0
Total	**40,238**	**9,628**	**2,162**	**7,010**	**10,203**	**4,012**	**2,800**	**3,587**	**3,000**	**30,610**	**0**
Federal-Aid	12,660	913	296	2,242	4,708	1,176	1,622	2,000	0	11,747	0
Special	27,578	8,715	1,866	4,768	5,495	2,836	1,178	1,587	3,000	18,863	0
Other	0	0	0	0	0	0	0	0	0	0	0

1533, 1558, 1559, 1562, 1564, 1615, 1617, 1742, 1752, 1777, 1827, 2575, 2646

STATUS: Design for substation emergency trips was completed in FY 2026. Electrical assessments and study are underway for electric systems upgrade. Track intrusion detection and alert system project is underway. Corrosion control program is expected to be advertised in FY 2027. TC&C room power distribution expecting to be issued notice to proceed (NTP) in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $4.2M due to the addition of substation breaker refurbishment and the corrosion control program. Funds for the Tunnel Stray Current Monitoring System were reduced for fiscal capacity reasons.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

PROJECT: Metro Tunnel Repairs and Improvements

DESCRIPTION: Address various rehabilitation and repair projects throughout the metro tunnel system while performing regular inspections of tunnel infrastructure. Work includes but is not limited to addressing active leaks, repairing tunnel vent shafts, replacing outdated station doors, pressure testing and repairing dry standpipe, managing storm water management filters and remediation, actively cleaning tunnels of corrosive materials and unsightly debris, and street grate replacement at 19 vent shafts.

PURPOSE & NEED SUMMARY STATEMENT: This work is needed to ensure that Metro system elements are kept in a state of good repair while also addressing safety-critical repairs.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Rehabilitation/replacement of Metro Subway systems are needed to ensure customer safety, to provide reliable customer service, and to keep the system in a state of good repair while also identifying opportunities to improve upon environmental factors.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design for tunnel pumping station rehab was completed in FY 2026. Construction for ventilation fan noise mitigation was completed in FY 2026 will close out in FY 2027. 100% design for the Metro Street Grate Rehab project is ongoing.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,030	4,905	698	403	720	1	0	0	0	1,125	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	76,563	25,083	2,686	2,046	8,403	5,095	33,907	2,030	0	51,480	0
Total	**82,593**	**29,988**	**3,384**	**2,449**	**9,123**	**5,096**	**33,907**	**2,030**	**0**	**52,605**	**0**
Federal-Aid	35,080	13,644	1,724	814	4,839	3,200	11,533	1,051	0	21,436	0
Special	47,513	16,345	1,660	1,635	4,284	1,896	22,374	979	0	31,169	0
Other	0	0	0	0	0	0	0	0	0	0	0

0529, 1498, 1514, 1557, 1561, 1835, 1848, 2067, 2116, 2616

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

PROJECT: Eastern Bus Facility Rehabilitation

DESCRIPTION: The facility was originally constructed in the 1930's and given the age of the facility and current condition, the facility requires several repairs, replacements, and improvements to bring the facility back to a functional and efficient state of good repair. The project scope includes improvements to support spaces and supervisors' offices, replacement of the bus wash, the replacement of existing storage sheds and trailers with one pre-engineered storage building, provision of an ADA compliant route through the site, traffic signal modifications, concrete repair, signage and pavement marking upgrades, replacement of the oil water separator, new hose reels, new diesel fuel ports, new overhead doors, and increased power capacity to the site.

PURPOSE & NEED SUMMARY STATEMENT: This project will renovate the facility to achieve a state of good repair while improving the capacity and efficiency of the facility in all buildings and throughout the site. The renovation will also address workplace and environmental safety needs.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: This project will renovate the facility to achieve a state of good repair while improving the capacity and efficiency of the facility in all buildings and throughout the site.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: 100% design is ongoing is anticipated to be completed in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,055	1,256	852	600	1,198	1,000	1,000	0	0	3,798	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,918	0	0	0	4,875	20,044	8,000	0	0	32,918	0
Total	**37,973**	**1,256**	**852**	**600**	**6,073**	**21,044**	**9,000**	**0**	**0**	**36,717**	**0**
Federal-Aid	18,175	947	678	480	4,859	5,649	6,241	0	0	17,229	0
Special	19,798	310	174	120	1,215	15,395	2,759	0	0	19,488	0
Other	0	0	0	0	0	0	0	0	0	0	0

2523

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
The Zero Emission Eastern Bus Facility Redevelopment project has been deferred due to funding capacity reasons. Instead, the Eastern Bus Facility will be rehabilitated.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Bus Facilities Preservation and Improvements

DESCRIPTION: Includes the rehabilitation, replacement, and upgrades of major facility components and equipment at MTA bus divisions including HVAC, boiler, bus paint booth, vehicular and pedestrian doors, and windows.

PURPOSE & NEED SUMMARY STATEMENT: Replacement of key components and equipment at bus divisions is required to maintain a safe and efficient workplace for MTA employees and prevent deterioration of bus facilities and equipment.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Rehabilitation of bus facilities and equipment is necessary to keep them in a state of good repair and provide a safe, efficient, and well-heated workplace for MTA employees.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Vehicular & pedestrian doors replacement is underway. Gable window construction anticipated to be completed in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING — FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,933	1,655	213	53	225	0	0	0	0	278	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	34,206	16,146	5,505	4,565	11,883	1,612	0	0	0	18,060	0
Total	**36,139**	**17,801**	**5,719**	**4,618**	**12,108**	**1,612**	**0**	**0**	**0**	**18,338**	**0**
Federal-Aid	11,256	1,976	1,952	2,560	6,720	0	0	0	0	9,280	0
Special	24,884	15,825	3,767	2,058	5,389	1,612	0	0	0	9,058	0
Other	0	0	0	0	0	0	0	0	0	0	0

1518, 1527, 1528, 1529, 1746, 1750, 1877, 2057, 2560

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Bus lift contract at Bush Division and maintenance equipment replacement were added to the PIF. Bush Division boiler replacement was removed from PIF as project is complete. Washington Blvd Paint Booth Replacement was deferred due to funding capacity reasons. The changes resulted in no significant cost change.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Beyond the Bus Stop

DESCRIPTION: The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing a comfort station at the Patapsco Light Rail Station for use by our operators. Blue Light phones will also be added at these locations.

PURPOSE & NEED SUMMARY STATEMENT: With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the Baltimore system who do not have access to mobile technology. MTA bus operators currently lack sufficient restrooms while operating their routes.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project provides blue light phones and improves existing comfort station facilities for use by operators, making the execution of their jobs safer and more comfortable. Real-time information signage and shelters make for a more vital community by enhancing the customer experience.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Beyond the Bus Stop completed in FY 2026. Real-time information signage (RTIS) and blue light have been installed and are operational.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	100	100	69	0	0	0	0	0	0	0	0
Engineering	431	431	101	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,987	2,987	1,416	0	0	0	0	0	0	0	0
Total	**3,518**	**3,518**	**1,587**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	2,606	2,606	1,400	0	0	0	0	0	0	0	0
Special	912	912	186	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

1524

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Bus Network Improvements

DESCRIPTION: Funding to implement improvements throughout the bus network including planning, design, and construction for priority corridors, dedicated bus lanes, bus stops and transit hubs, wayfinding and improving the customer experience, ADA improvements, and bike and shared mobility.

PURPOSE & NEED SUMMARY STATEMENT: The Central Maryland Regional Transit Plan set goals and objectives for MTA to accomplish in the next 25 years. This funding will work towards expanding dedicated bus lanes, improving bus stops and transit hubs, adding additional wayfinding and customer experience amenities, and improving bike and shared mobility connections.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Projects will build upon ongoing MTA efforts to accomplish goals and objectives created by the Central Maryland Regional Transportation Plan through this rider-focused initiative. The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Design for Garrison and Belair transit priority initiatives (TPI) brought to semi-final stage and systemwide data re-analysis underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,606	2,507	125	0	0	0	61	38	0	99	0
Engineering	2,728	2,238	99	158	0	0	332	0	0	490	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,872	7,872	0	0	0	0	0	0	0	0	0
Total	**13,205**	**12,616**	**224**	**158**	**0**	**0**	**392**	**38**	**0**	**589**	**0**
Federal-Aid	7,544	7,278	367	0	0	0	265	0	0	265	0
Special	5,662	5,338	(143)	158	0	0	127	38	0	323	0
Other	0	0	0	0	0	0	0	0	0	0	0

1470, 1537, 1756, 1767, 1768

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MTA has 811 buses in its active fleet.

PURPOSE & NEED SUMMARY STATEMENT: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Procurement of 70 buses (50 40' buses and 20 60' articulated buses) is underway and expected to be delivered in FY 2027. Lines 25 and 26 are related to MTA's bus procurement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	769,511	425,820	668	45,885	29,925	70,708	80,783	81,096	35,294	343,691	0
Total	**769,852**	**426,161**	**668**	**45,885**	**29,925**	**70,708**	**80,783**	**81,096**	**35,294**	**343,691**	**0**
Federal-Aid	627,611	349,661	2,693	39,002	25,436	60,102	54,478	68,932	30,000	277,950	0
Special	142,241	76,500	(2,025)	6,883	4,489	10,606	26,305	12,164	5,294	65,741	0
Other	0	0	0	0	0	0	0	0	0	0	0

1447, 2635

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $106.0M due to new program year and additional funding in FY 30 and FY 31 to support annual bus procurements of 67 buses per year.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Alternative Fuel Bus Procurement

DESCRIPTION: Purchase of zero emission and hybrid buses as apart of MTA's annual bus buys to replace buses that have exceeded their useful life. The MTA has 811 buses in its active fleet. These zero emission and hybrid buses can be accommodated within MTA's existing facilities.

PURPOSE & NEED SUMMARY STATEMENT: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: 50 battery electric buses (BEB) were delivered in FY 2026. Hybrid buses began delivery in FY 2025, with full delivery expected by the end of FY 2027. Lines 25 and 26 are related to MTA's bus procurement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	211,559	110,633	73,763	32,215	34,441	34,270	0	0	0	100,926	0
Total	**211,559**	**110,633**	**73,763**	**32,215**	**34,441**	**34,270**	**0**	**0**	**0**	**100,926**	**0**
Federal-Aid	179,488	93,495	62,339	27,517	29,274	29,202	0	0	0	85,994	0
Special	32,071	17,139	11,424	4,698	5,166	5,068	(0)	(0)	0	14,932	0
Other	0	0	0	0	0	0	0	0	0	0	0

1923

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. The project also includes the purchase and installation of battery electric bus charging equipment at Kirk Storage Building and necessary utility upgrades to support to new charging equipment.

PURPOSE & NEED SUMMARY STATEMENT: Zero emission bus pilots will allow MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: This project will allow MTA to pilot emerging low and/or no emission technologies.

SMART GROWTH STATUS:
- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: BEB pilots began in January 2024. Additional charging infrastructure has been installed at both the Kirk and Northwest Bus Divisions.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	566	566	190	0	0	0	0	0	0	0	0
Engineering	1,127	1,127	6	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	213	213	0	0	0	0	0	0	0	0	0
Construction	14,536	11,334	827	491	799	1,913	0	0	0	3,202	0
Total	**16,442**	**13,239**	**1,023**	**491**	**799**	**1,913**	**0**	**0**	**0**	**3,202**	**0**
Federal-Aid	2,964	2,964	223	0	0	0	0	0	0	0	0
Special	9,852	6,650	800	491	799	1,913	0	0	0	3,202	0
Other	3,626	3,626	0	0	0	0	0	0	0	0	0

1706, 1996, 2102

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Zero Emission Bus Infrastructure and Program Management

DESCRIPTION: Plan, design, and construct the infrastructure to support zero emission buses and management of the agency's transition to zero emission buses. Kirk and Northwest bus operations and maintenance facilities will be outfitted to support zero emission fleets.

PURPOSE & NEED SUMMARY STATEMENT: This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Projects will accomplish goals and objectives created by Maryland Greenhouse Reduction Act and Regional Transit Plan to transition MTA's fleet to zero emission buses.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Commissioning for BEB charging station at Kirk Division was completed in FY 2026. Fuel cell electric buses and hydrogen infrastructure projects were deferred. Commissioning is ongoing for Northwest battery electric bus (BEB) charging stations.

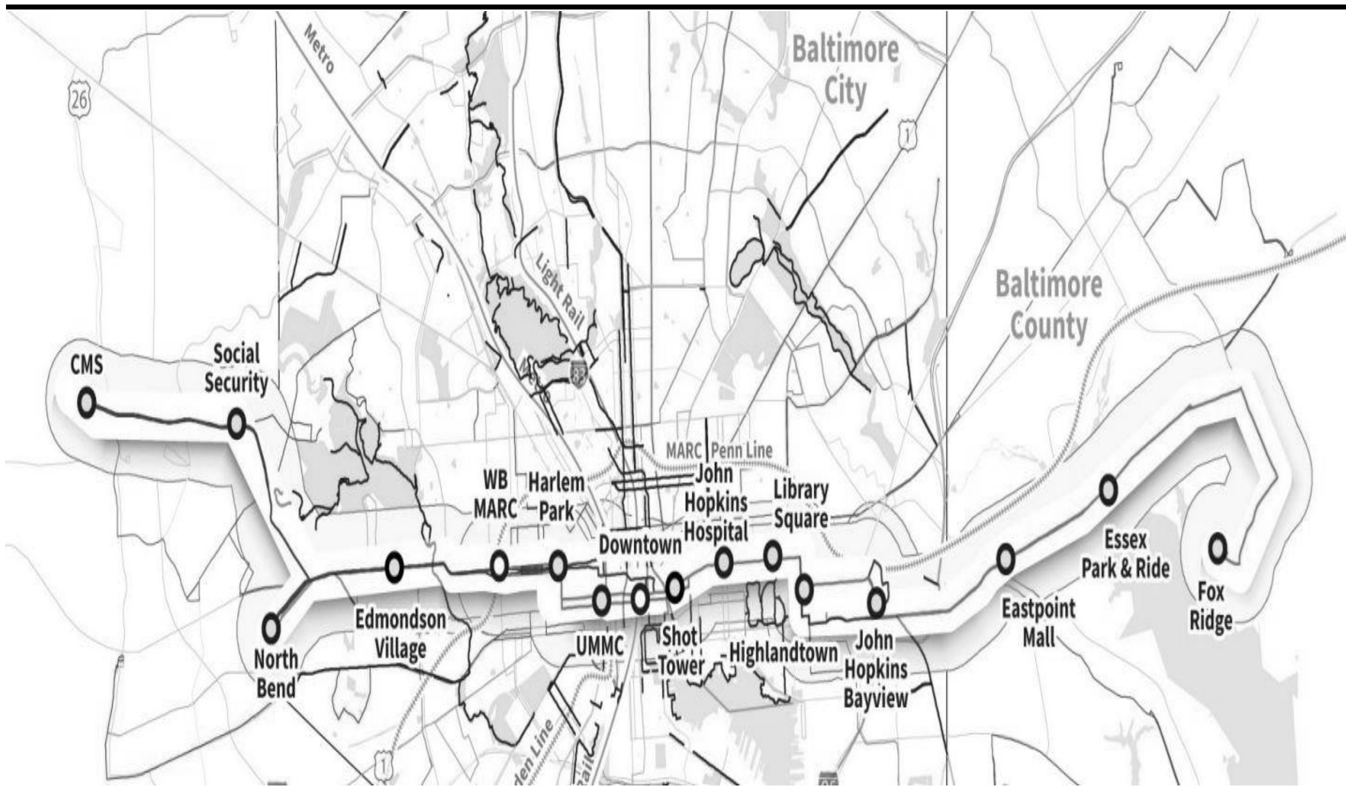
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,960	7,823	359	137	0	0	0	0	0	137	0
Engineering	7,251	6,994	252	257	0	0	0	0	0	257	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,190	2,085	2,045	1,105	0	0	0	0	0	1,105	0
Total	**18,402**	**16,903**	**2,656**	**1,499**	**0**	**0**	**0**	**0**	**0**	**1,499**	**0**
Federal-Aid	11,430	11,225	1,560	206	0	0	0	0	0	206	0
Special	6,972	5,678	1,096	1,293	(0)	(0)	(0)	0	0	1,293	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2136, 2166

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $3.7M due to the addition of Zero Electric Bus (ZEB) interim charging infrastructure project.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.



PROJECT: East-West Priority Corridor

DESCRIPTION: The East-West Priority Corridor project is a partnership between MTA and Baltimore City Department of Transportation to facilitate faster, more reliable transit trips and strengthen east-west connections that run along the City Orange and Blue routes from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County. This project will include dedicated bus lanes, transit signal priority, bus stop enhancement and transit hubs, and upgrades to pedestrian and bicycle safety. The project received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to support the design and construction.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve bus reliability, travel speeds, on time performance and passenger safety of multiple MTA bus routes. The east-west corridor was identified through the Transit Priority Initiative as an area experiencing travel delays for the City Blue and Orange routes.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Dedicated bus lanes, transit signal priority, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MTA, in partnership with FTA, executed the RAISE grant in FY 2025. 100% design for Phases 1 and 2 is complete, with construction to begin in CY 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,386	3,386	356	0	0	0	0	0	0	0	0
Engineering	8,927	8,009	1,998	718	200	0	0	0	0	918	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	45,504	100	100	11,168	24,515	9,721	0	0	0	45,404	0
Total	**57,817**	**11,495**	**2,454**	**11,886**	**24,715**	**9,721**	**0**	**0**	**0**	**46,322**	**0**
Federal-Aid	23,000	2,960	306	5,036	10,875	4,129	0	0	0	20,040	0
Special	24,817	7,671	1,284	4,561	8,897	3,688	0	0	0	17,146	0
Other	10,000	864	864	2,289	4,943	1,904	0	0	0	9,136	0

2017, 2053

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Fast Forward

DESCRIPTION: The Fast Forward program will facilitate capital investment to four project categories: dedicated bus lanes, bus stops and transit hubs, wayfinding and customer experience, and bike and shared mobility. These objectives were created by the Central Maryland Regional Transit Plan to accomplish within the next 25 years.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve customer experience, bus and rail reliability, travel speeds, on time performance, and passenger safety of multiple MTA bus routes.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Dedicated bus lanes, wayfinding and real-time information signage, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: War Memorial Hub - design project concept completed in FY26. Construction of bus stop ADA improvements underway in FY2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,255	1,255	38	0	0	0	0	0	0	0	0
Engineering	4,399	4,033	140	238	128	0	0	0	0	366	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,105	9,644	607	2,636	1,459	1,035	334	1,997	0	7,461	0
Total	**22,759**	**14,932**	**784**	**2,874**	**1,587**	**1,035**	**334**	**1,997**	**0**	**7,827**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	22,759	14,932	784	2,874	1,587	1,035	334	1,997	0	7,827	0
Other	0	0	0	0	0	0	0	0	0	0	0

1536, 1997, 2024, 2025, 2101, 2111, 2121, 2182, 2242

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $1.3M as the bicycle initiatives were removed from the program due to completion. Funds for the Dedicated Bus Lanes Repainting Project were reduced for fiscal capacity reasons.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicle replacement.

PURPOSE & NEED SUMMARY STATEMENT: Mobility vehicles are required to meet service demand and adhere to performance standards. Regular replacement of vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Ongoing mobility vehicle procurement to ensure that mobility fleet is maintained in a state of good repair.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: FY 2026 procurement of 50 vehicles (20 small cutaway buses and 30 large cutaway buses) was completed in FY 2026. FY 2027 Procurement of 130 vehicles will begin in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	47	47	1	0	0	0	0	0	0	0	0
Right-of-way	45	45	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	116,967	35,770	6,126	0	8,158	17,722	18,439	11,091	25,786	81,196	0
Total	**117,059**	**35,863**	**6,127**	**0**	**8,158**	**17,722**	**18,439**	**11,091**	**25,786**	**81,196**	**0**
Federal-Aid	89,346	28,603	5,212	0	6,096	10,393	14,751	8,873	20,629	60,743	0
Special	27,713	7,260	915	(0)	2,061	7,329	3,688	2,218	5,157	20,453	0
Other	0	0	0	0	0	0	0	0	0	0	0

1633, 1694, 1814, 2105, 2326, 2537, 2710

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $18.4M due to the addition of new program year and miscellaneous adjustments.

USAGE:
Demand Response Mobility and Call-A-Ride annual ridership in FY 2026 exceeded 1.8 and 2.0 million, respectively.

PROJECT: Fare Collection System and Equipment Replacement

DESCRIPTION: Complete replacement of the current fare system including ticket vending machines, faregates, fareboxes and smart card/mobile app readers, back-office software and other related components as well as on-going overhaul and replacement of system components as needed for the core services including Bus, Light Rail, and Metro.

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that MTA upgrade software and overhaul and/or replace critical hardware system components to ensure reliable system operation. This project will improve customer service and operations with efficiencies and options provided by a new fare system. The current system is very close to its end of useful life and an increasing number of components and replacement parts are no longer available.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project updates and replaces the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MTA has deployed over 800 fareboxes across the bus fleet and added bar code scanners to Metro Subway faregates to allow for use of the CharmPass QR code.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,428	2,428	20	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	58,649	49,366	8,447	7,953	353	977	0	0	0	9,283	0
Total	**61,077**	**51,794**	**8,467**	**7,953**	**353**	**977**	**0**	**0**	**0**	**9,283**	**0**
Federal-Aid	6,186	6,186	240	0	0	0	0	0	0	0	0
Special	54,890	45,608	8,227	7,953	353	977	(0)	0	0	9,283	0
Other	0	0	0	0	0	0	0	0	0	0	0

1329, 1429, 1459, 1680, 2113, 2114, 2115

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Funds reduced by $41.2M for fiscal capacity reasons. Potential financing options are being evaluated.

USAGE:

PROJECT: Enterprise IT Capital Program - MTA OTTS

DESCRIPTION: This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

PURPOSE & NEED SUMMARY STATEMENT: These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

SMART GROWTH STATUS:
- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Various major IT infrastructure orders are currently underway.

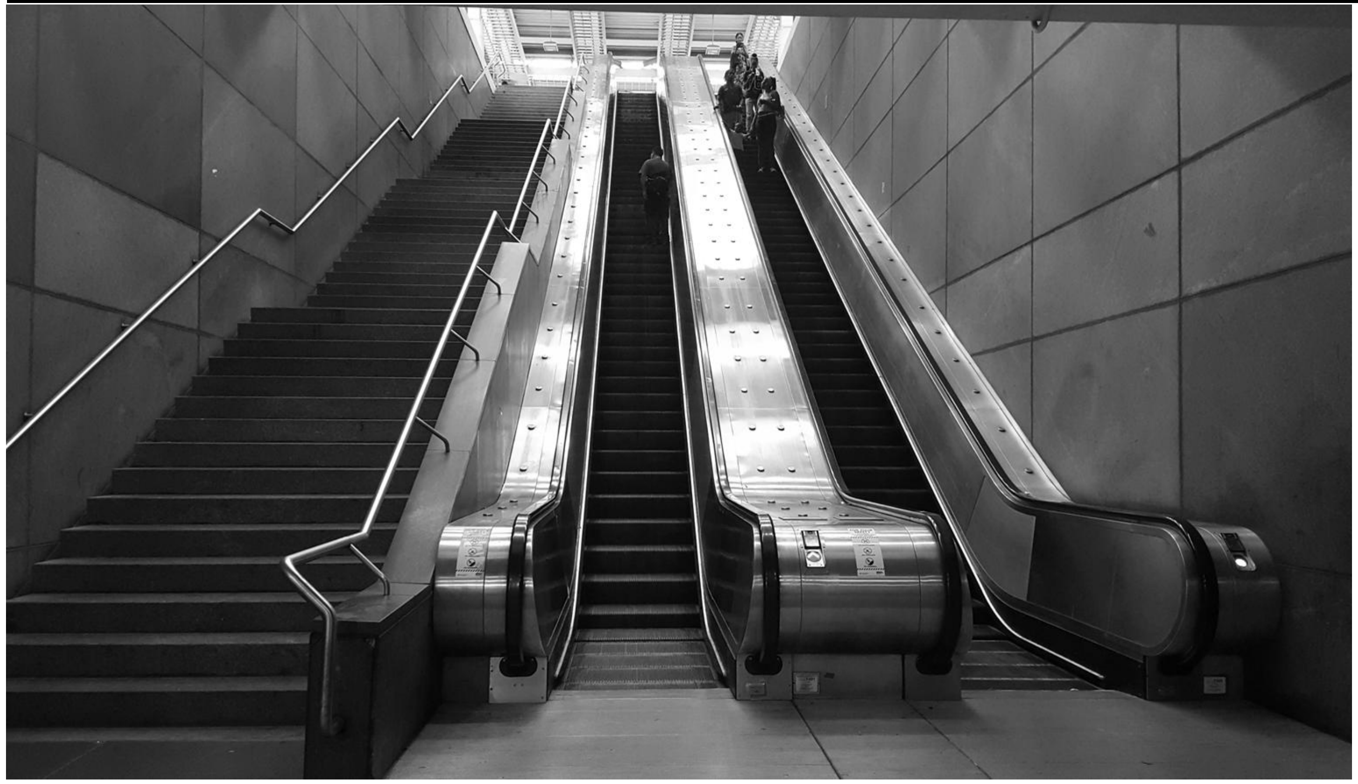
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	97,263	60,199	13,812	2,431	1,906	3,024	0	16,703	13,000	37,064	0
Total	**97,263**	**60,199**	**13,812**	**2,431**	**1,906**	**3,024**	**0**	**16,703**	**13,000**	**37,064**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	97,263	60,199	13,812	2,431	1,906	3,024	0	16,703	13,000	37,064	0
Other	0	0	0	0	0	0	0	0	0	0	0

1396, 1691, 1763, 1778, 1972, 1990, 1991, 2005, 2061, 2203, 2206, 2218, 2239, 2243, 2319, 2320, 2335, 2360, 2374, 2412, 2447, 2509, 2518, 2520

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $5.8M due to the new program year and miscellaneous adjustments. Telecom UPS replacement was removed from the program due to its completion. Funds for the Radio Shop CCTV Maintenance were reduced for fiscal capacity reasons.

USAGE:



PROJECT: Agencywide Elevator and Escalator Rehabilitation

DESCRIPTION: Funding for the rehabilitation and replacement of elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators to compliance with ADA requirements.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Mondawmin elevator construction was completed in FY 2026. Procurement underway for replacement of various metro elevators, including Reisterstown Metro Station.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,668	3,926	508	1,032	2,492	757	462	0	0	4,742	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	123,297	9,858	1,113	1,516	9,204	9,666	12,126	12,000	62,194	106,706	6,733
Total	**131,965**	**13,783**	**1,621**	**2,548**	**11,696**	**10,423**	**12,588**	**12,000**	**62,194**	**111,449**	**6,733**
Federal-Aid	54,542	6,343	(155)	528	8,243	5,438	1,273	2,392	30,326	48,198	0
Special	77,424	7,440	1,776	2,020	3,453	4,985	11,315	9,608	31,868	63,250	6,733
Other	0	0	0	0	0	0	0	0	0	0	0

1627, 1689, 1690, 1932, 1933, 1984, 2007, 2174, 2222, 2366

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $164.8M as funds for the replacement of 81 Escalators Project were reduced for fiscal capacity reasons.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.3 million.

PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (FiRST) Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

PURPOSE & NEED SUMMARY STATEMENT: This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MTA will be joining the Maryland Statewide network. The current system is obsolete and will soon become inoperable due to Federal Law, which requires an alternative spectrum.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: MDOT MTA must migrate to the current system to continue the availability of radio communication which is required to ensure safe operation.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: The first purchase of replacement police radios completed in FY 2026. Design for metro tunnel radio BDA system upgrade is underway and expected to be completed in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING (FOR PLANNING PURPOSES ONLY) ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	610	435	0	175	0	0	0	0	0	175	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,310	16,882	2,450	75	3,875	1,478	0	0	0	5,428	0
Total	**22,920**	**17,317**	**2,450**	**250**	**3,875**	**1,478**	**0**	**0**	**0**	**5,603**	**0**
Federal-Aid	10,880	7,646	1,960	200	2,580	454	0	0	0	3,234	0
Special	12,040	9,671	490	50	1,295	1,023	0	0	0	2,368	0
Other	0	0	0	0	0	0	0	0	0	0	0

1456, 2620

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities. The project is being delivered as a public-private partnership for the design, construction, financing, operation, and maintenance of the facility.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

[ ] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

[X] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: The Board of Public Works approved Amendment 7 in March 2024 to extend revenue service availability date to Winter 2027. While major construction is nearing completion, resolution and payment for utility conflicts continues. Extensive testing, including operator training, and preparations for revenue service are underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,638	52,738	575	825	75	0	0	0	0	900	0
Engineering	566,630	565,679	37,376	651	300	0	0	0	0	951	0
Right-of-way	326,178	310,024	14,194	15,327	827	0	0	0	0	16,154	0
Utility	9,898	2,690	1,023	4,805	2,403	0	0	0	0	7,208	0
Construction	3,032,206	2,205,182	174,646	414,482	409,489	3,053	0	0	0	827,024	0
Total	**3,988,549**	**3,136,313**	**227,814**	**436,091**	**413,093**	**3,053**	**0**	**0**	**0**	**852,236**	**0**
Federal-Aid	1,104,602	1,103,702	12,998	825	75	0	0	0	0	900	0
Special	2,669,991	1,818,654	214,816	435,266	413,018	3,053	0	0	0	851,336	0
Other	213,956	213,956	0	0	0	0	0	0	0	0	0

1042, 1453, 1487, 1488, 1525, 1526, 1573, 1597, 2515, 2541

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $414.0M due to planned application of third-party revenues directly to the Transportation Trust Fund, contractually required payments for Amendment 7, increased federal regulatory requirements, and costs related to resolving utility conflicts.

USAGE:
Annual ridership estimated at 20.4 million trips in the year 2035.

PROJECT: Purple Line Availability Payments

DESCRIPTION: The construction financing portion of the Availability Payments are regular payments to the railroad's concessionaire for costs related to financing the original construction of the Purple Line and for ongoing lifecycle improvement costs over the 30-year operating period of the concession contract.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Availability payments are anticipated to start in FY 2028.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	847,311	0	0	0	90,291	190,068	191,322	188,046	187,584	847,311	0
Total	**847,311**	**0**	**0**	**0**	**90,291**	**190,068**	**191,322**	**188,046**	**187,584**	**847,311**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	847,311	0	0	0	90,291	190,068	191,322	188,046	187,584	847,311	0
Other	0	0	0	0	0	0	0	0	0	0	0

1042

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $187.6M due to the addition of FY 32 availability payment. This has been broken out of the main Purple Line project (Line 36).

USAGE:
Annual ridership estimated at 20.4 million trips in the year 2035.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

PURPOSE & NEED SUMMARY STATEMENT: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Funds are awarded based on an annual application cycle.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,168	1,168	816	0	0	0	0	0	0	0	0
Engineering	47,936	36,061	1,906	2,665	3,213	1,512	1,495	1,495	1,495	11,875	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	485,523	306,521	54,464	10,985	13,160	47,406	46,998	40,628	19,827	179,003	0
Total	**534,628**	**343,750**	**57,185**	**13,650**	**16,373**	**48,917**	**48,493**	**42,123**	**21,322**	**190,878**	**0**
Federal-Aid	470,573	295,852	52,369	12,445	14,462	45,986	42,297	39,646	19,885	174,721	0
Special	59,551	43,395	4,817	1,205	1,911	2,931	6,196	2,476	1,437	16,157	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

90200

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $7.4M due to the new program year and miscellaneous adjustments.

USAGE:

PROJECT: Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MTA works with non-profits to apply for federal aid and meet compliance requirements.

PURPOSE & NEED SUMMARY STATEMENT: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities. Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,416	59,846	3,893	500	6,041	10,098	4,931	0	0	21,570	0
Total	**81,416**	**59,846**	**3,893**	**500**	**6,041**	**10,098**	**4,931**	**0**	**0**	**21,570**	**0**
Federal-Aid	74,571	53,001	4,063	500	6,041	10,098	4,931	0	0	21,570	0
Special	5,988	5,988	(170)	(0)	0	0	0	0	0	(0)	0
Other	857	857	0	0	0	0	0	0	0	0	0

90201

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Funds are awarded on an annual basis for local bus replacements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,149	3,777	1,529	372	0	0	0	0	0	372	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,157	67,643	6,578	2,800	2,114	2,000	2,600	2,000	2,000	13,514	0
Total	**85,306**	**71,420**	**8,108**	**3,172**	**2,114**	**2,000**	**2,600**	**2,000**	**2,000**	**13,886**	**0**
Federal-Aid	38,913	29,741	7,129	2,772	1,600	1,600	1,600	1,600	0	9,172	0
Special	46,393	41,679	979	400	514	400	1,000	400	2,000	4,714	0
Other	0	0	0	0	0	0	0	0	0	0	0

90203

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $2.4M due to the new program year.

USAGE:

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS:
- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,284	2,015	1,155	269	0	0	0	0	0	269	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	49,774	24,174	11,281	10,100	6,700	6,700	1,100	500	500	25,600	0
Total	**52,057**	**26,188**	**12,436**	**10,369**	**6,700**	**6,700**	**1,100**	**500**	**500**	**25,869**	**0**
Federal-Aid	43,449	19,655	12,208	9,694	6,650	6,650	400	400	0	23,794	0
Special	8,608	6,533	228	675	50	50	700	100	500	2,075	0
Other	0	0	0	0	0	0	0	0	0	0	0

90204

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

PROJECT: Transit Innovation Grant

DESCRIPTION: A competitive, state funded grant program to support locally planned, designed, and constructed or operated transit projects incorporating innovative investments such as transit signal priority, dedicated or separated right of way, off-board fare payments, and intelligent transportation systems. Project sponsors awarded grant funding will be reimbursed up to the award amount for eligible projects and will be required to provide a local match. Funds may cover planning, design, engineering, or construction phases, including capital investments.

PURPOSE & NEED SUMMARY STATEMENT: To support cost-effective regional and statewide mobility with investments in locally owned and operated transit services and facilities projects that improve travel speeds, reliability and quality of service, and the safe, convenient, affordable, and efficient movement of people.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Eligible projects for the grant program will improve regional and statewide mobility, and the safety, efficiency, and reliability of transit at the local level. Projects will reduce delays and travel time between major activity, population, and job centers in the state.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: FY 2023 and FY 2024 Statewide Transit Innovation Grant (STIG) awarded projects are ongoing. Projects are expected to be completed in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	(130)	0	0	0	0	0	0	0	0
Construction	2,462	2,462	321	0	0	0	0	0	0	0	0
Total	**2,462**	**2,462**	**192**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,462	2,462	192	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

1511

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

PROJECT: Frederick Douglass Tunnel

DESCRIPTION: Replace the existing 1.4-mile B&P Tunnel, which dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC's Penn line and the Northeast Corridor. Led by Amtrak, MDOT and MTA are coordinating design and phasing plans to replace the tunnel to meet the needs of the 9 million MARC and Amtrak customers who rely on it annually. The project also includes a new ADA-accessible West Baltimore MARC Station. The budget shown is only the MTA commitment to the project.

PURPOSE & NEED SUMMARY STATEMENT: The tunnel suffers from a variety of age-related issues such as excessive water infiltration, a deteriorating structure, and a sinking floor. There are no fire and life safety systems that help keep passengers safe in the event of emergencies, and excessive costly maintenance is required. Due to its age, delays are chronic — more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: Replacing the 150 year-old tunnel will allow for more efficient and reliable commutes for MARC train riders.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law
[X] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined
[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: Amtrak continues to advance various elements of this multi-faceted program, with MTA coordination. Construction activities for new West Baltimore MARC Station began in FY 2026. Design and construction coordination with Amtrak is ongoing.

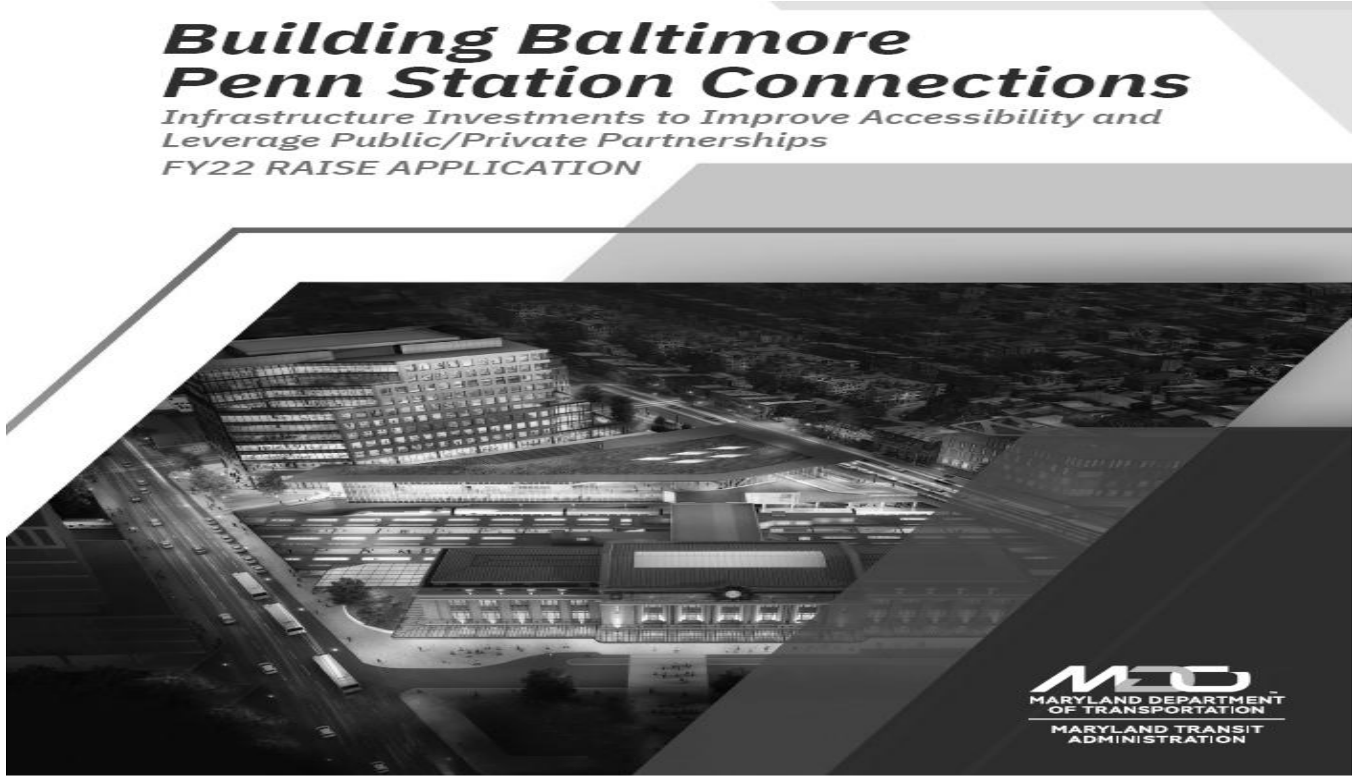
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	597	597	196	0	0	0	0	0	0	0	0
Engineering	3,118	1,541	496	421	0	0	0	1,156	0	1,577	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	450,000	0	0	50,000	50,000	50,000	50,000	50,000	50,000	300,000	150,000
Total	**453,715**	**2,138**	**692**	**50,421**	**50,000**	**50,000**	**50,000**	**51,156**	**50,000**	**301,577**	**150,000**
Federal-Aid	1,626	414	201	337	0	0	0	875	0	1,212	0
Special	452,089	1,724	491	50,084	50,000	50,000	50,000	50,281	50,000	300,365	150,000
Other	0	0	0	0	0	0	0	0	0	0	0

1799

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:



PROJECT: Penn Station Investments

DESCRIPTION: Multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a grant. The project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time sign information, and pedestrian and bicycle access improvements all around or connecting to Penn Station in order to improve access to that station. State funding will be used to match two Federal funding sources ($5M in Congressionally Designated Spending and $6M in a RAISE grant).

PURPOSE & NEED SUMMARY STATEMENT: Multimodal access improvements at and around Baltimore Penn Station, which includes the bus lane on Charles Street, curb extensions on St. Paul and Charles Street, and bike parking investments, amongst other improvements.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Customer amenities and improved connections will complement the state of good repair and enhancement work ongoing at the station.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MTA is continuing to coordinate with federal partners (FRA and FTA) to finalize grant agreements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	698	230	(0)	234	234	0	0	0	0	468	0
Engineering	1,407	0	0	703	704	0	0	0	0	1,407	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	12,775	0	0	0	0	6,406	5,587	0	0	11,993	782
Total	**14,880**	**230**	**(0)**	**937**	**938**	**6,406**	**5,587**	**0**	**0**	**13,868**	**782**
Federal-Aid	11,000	0	0	750	750	5,125	3,454	0	0	10,079	922
Special	2,880	230	(0)	187	188	769	1,686	0	0	2,830	(180)
Other	1,000	0	0	0	0	512	447	0	0	959	41

2240

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

PROJECT: Metro Mondawmin Transit Hub

DESCRIPTION: Mondawmin Transit Hub includes a comprehensive package of station upgrades, state of good repair improvements, multi-modal investments, and environmental sustainability enhancements that will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore. The infrastructure upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the station's 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and improve conditions for inclusive economic growth and transit-oriented development. Mondawmin Transit Hub is located in a Historically Disadvantaged Community where, within a half-mile radius, 23% of households earn less than $15,000 annually and 27% of residents were living at or below the poverty line as of the 2020 decennial Census.

PURPOSE & NEED SUMMARY STATEMENT: Approximately forty percent of residents within a half-mile do not have access to a personal vehicle (42%) and rely upon public transportation to get to work (37%), demonstrating a clear need for a high-quality, safe, and accessible Mondawmin Transit Hub. Improving upon current infrastructure is critical to maintain assets in state of good repair and to provide better customer service and reliability to those who are dependent on transit services.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: This project will address state of good repair needs, add customer amenities, and improve connections, all of which will enhance the existing Metro stop and Bus hub.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MTA is currently negotiating the RAISE grant agreement with USDOT. Conceptual design is underway for topside improvements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	599	300	300	101	0	0	0	0	401	0
Engineering	3,589	0	(0)	1,077	1,436	1,077	0	0	0	3,589	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,411	0	(0)	0	0	29,411	0	0	0	29,411	0
Total	**34,000**	**599**	**300**	**1,377**	**1,537**	**30,488**	**0**	**0**	**0**	**33,401**	**0**
Federal-Aid	20,000	0	0	646	861	18,493	0	0	0	20,000	0
Special	13,000	599	300	698	632	11,070	0	0	0	12,401	0
Other	1,000	0	0	32	43	925	0	0	0	1,000	0

2188

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Light Rail Modernization Program

DESCRIPTION: MTA will replace its entire existing aged fleet of Light Rail vehicles serving the Baltimore region; upgrade the stations and the maintenance facilities to accommodate the new vehicles, replace the Howard Street rail, replace and rehabilitate the traction power substations and other necessary improvements to modernize the Light Rail system. The existing fleet includes 52 standard, 95-foot rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life or are approaching the end of their useful life.

PURPOSE & NEED SUMMARY STATEMENT: The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The fleet replacement program will be accompanied by the reconfiguration of two light rail maintenance facilities and the station retrofitting upgrades at each of MTA's existing 33 stations to ensure ADA compatible access with the new vehicle fleet.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users.

SMART GROWTH STATUS:
- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Replacement signal system specifications complete in FY 2026. Cromwell Maintenance Facility request for proposals (RFP) was advertised in FY 2027. Vehicle and train control proposals were received and have started evaluation. Stations and track modernization request for qualifications (RFQ) are in evaluation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING (FOR PLANNING PURPOSES ONLY) ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,764	1,568	240	196	0	0	0	0	0	196	0
Engineering	30,326	22,292	9,062	3,139	215	1,608	3,072	0	0	8,034	0
Right-of-way	445	136	131	309	0	0	0	0	0	309	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,538,711	286	80	23,759	112,983	170,549	193,938	214,924	223,784	939,938	598,487
Total	**1,571,246**	**24,282**	**9,514**	**27,403**	**113,199**	**172,156**	**197,010**	**214,924**	**223,784**	**948,477**	**598,487**
Federal-Aid	550,313	11,526	6,396	14,335	56,742	72,585	72,947	82,209	124,610	423,430	115,357
Special	377,933	12,755	3,118	13,068	26,456	42,571	49,063	42,715	44,780	218,654	146,524
Other	643,000	0	0	0	30,000	57,000	75,000	90,000	54,393	306,393	336,607

1472, 1554, 1618, 1859, 1896, 1958, 2049, 2079, 2157, 2443, 2444

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $145.8M as the traction power substation major rehabilitation project was reassigned from the Light Rail Systems Overhauls and Replacements PIF (Line 13).

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.

PROJECT: Susquehanna River Bridge Replacement

DESCRIPTION: Amtrak will lead design and construction to replace the Susquehanna River Bridge. The budget shown is only the MTA commitment to the project.

PURPOSE & NEED SUMMARY STATEMENT: Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Amtrak continues to advance design in coordination with its Construction Manager at Risk (CMAR) contractor.

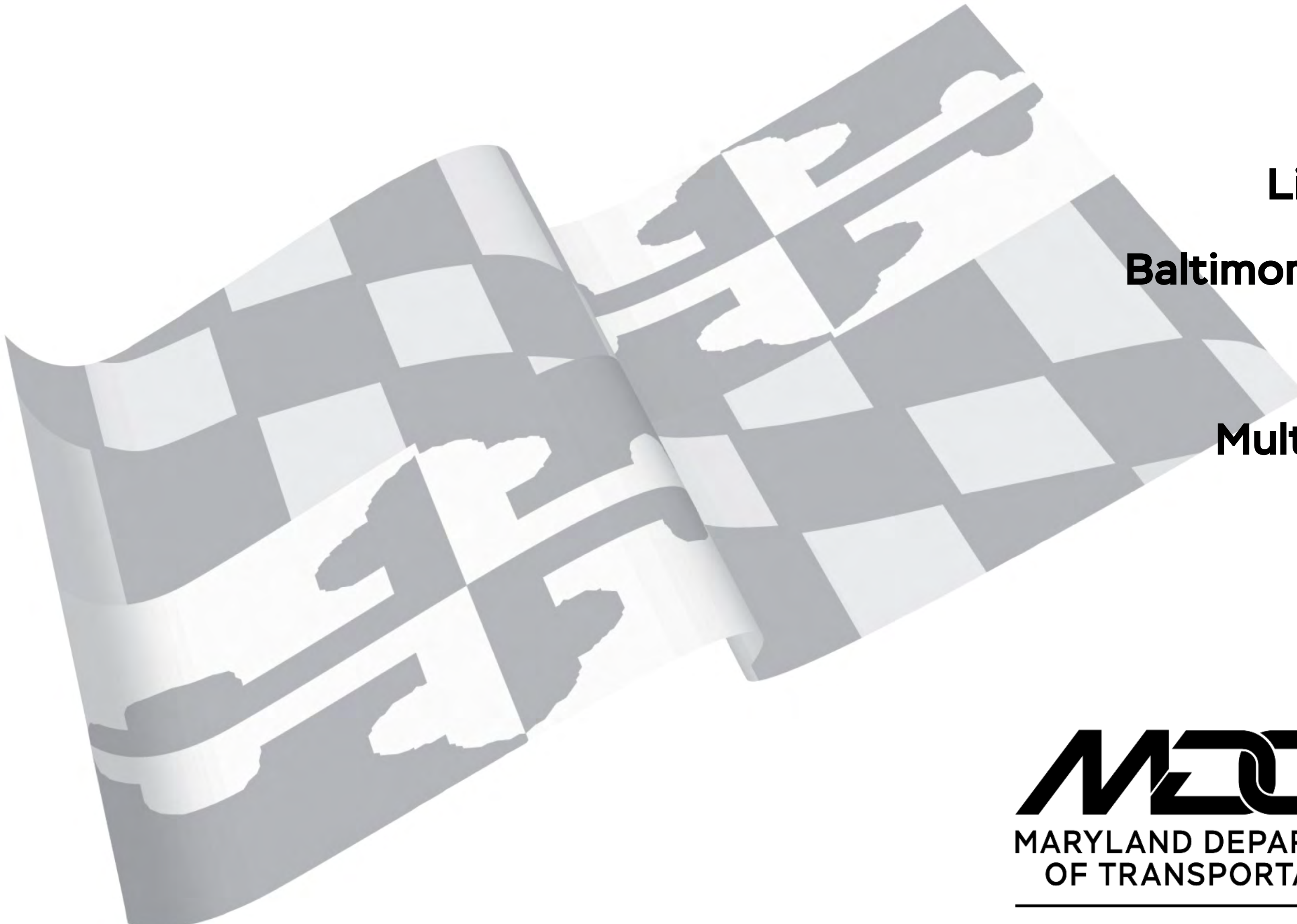
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	34	34	(0)	0	0	0	0	0	0	0	0
Engineering	3,000	1,500	1,500	1,500	0	0	0	0	0	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	31,360	0	0	3,733	3,733	3,733	3,733	8,213	8,213	31,360	0
Total	**34,394**	**1,534**	**1,500**	**5,233**	**3,733**	**3,733**	**3,733**	**8,213**	**8,213**	**32,860**	**0**
Federal-Aid	27	27	0	0	0	0	0	0	0	0	0
Special	34,367	1,507	1,500	5,233	3,733	3,733	3,733	8,213	8,213	32,860	0
Other	0	0	0	0	0	0	0	0	0	0	0

2227

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $7.3M due to the new program year and miscellaneous program adjustments.

USAGE:



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal

MDOT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM

PROJECT: Agency Customer Experience Technology Initiatives

DESCRIPTION: Supports the development of customer enhancements throughout the agency, including improved workflows, resource utilization, data analysis, digital solutions, business intelligence, passenger information communications, and rider outreach.

PURPOSE & NEED SUMMARY STATEMENT: Promoting enhanced efficiency throughout the agency will allow MTA to improve safety, reliability, and the overall customer experience.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project will improve safety, reliability, and the overall customer experience.

SMART GROWTH STATUS:
- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Activities currently include agency-wide performance management and Business Intelligence programs aimed to improve service delivery, enhancing Real-Time (RT) Passenger Information capabilities to improve service information, and oversight of a rider experience team to engage riders and co-create solutions to issues.

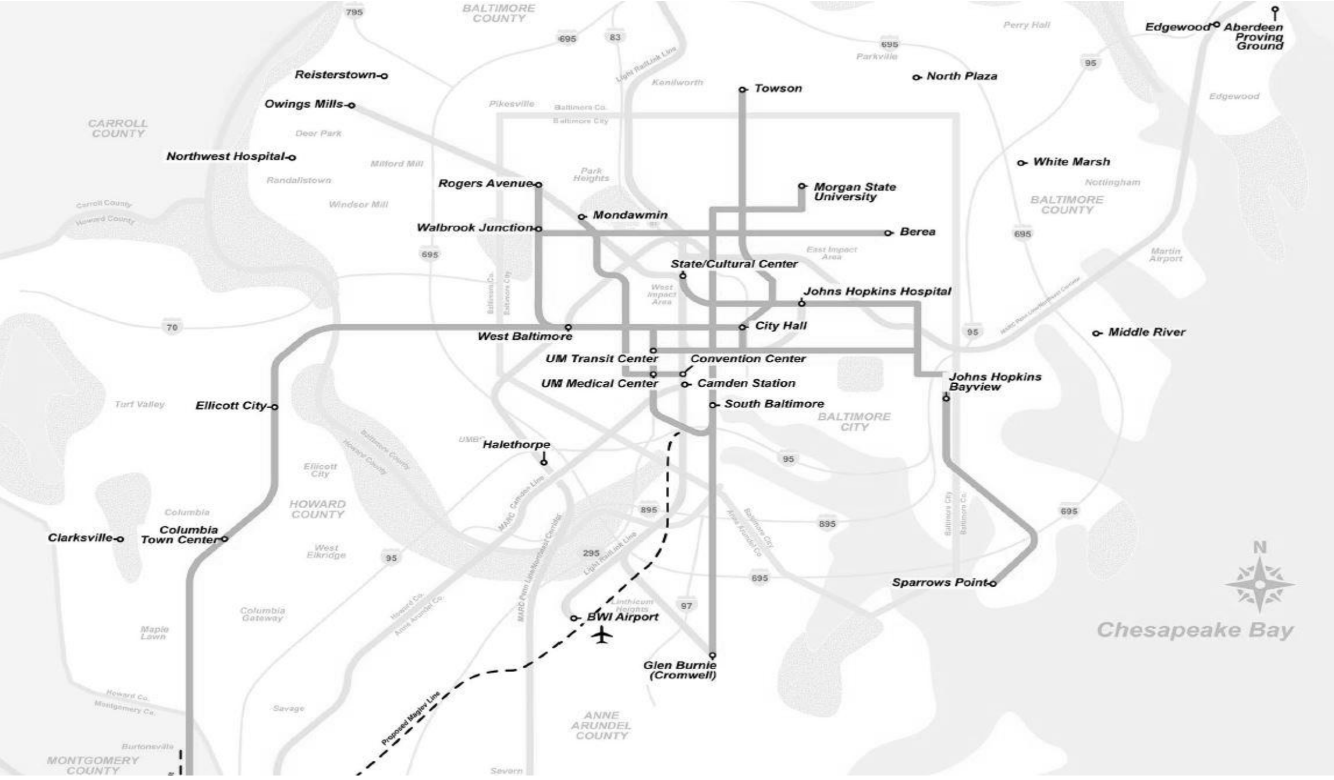
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	8,671	6,101	1,451	20	577	0	1,038	935	0	2,570	0
Engineering	88	88	(0)	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	349	234	190	0	0	0	0	115	0	115	0
Total	**9,108**	**6,423**	**1,641**	**20**	**577**	**0**	**1,038**	**1,050**	**0**	**2,685**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	9,108	6,423	1,641	20	577	0	1,038	1,050	0	2,685	0
Other	0	0	0	0	0	0	0	0	0	0	0

1566, 1677

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:



PROJECT: Regional Transit Plan Corridor Studies

DESCRIPTION: Planning studies and design for early opportunity corridors identified in the Central Maryland Regional Transit Plan (RTP). The RTP identified regional corridors for additional transit assets. Corridor-specific planning studies will evaluate potential routes and alignments, transit demand, and potential stop and station locations in further detail.

PURPOSE & NEED SUMMARY STATEMENT: Regional transit corridors are important step in achieving the RTP's objectives and increasing access to quality transit.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Completing corridor planning studies will advance the identified corridors with specific data analysis and public input.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project closeout activities were completed for all associated projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,840	4,840	(18)	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**4,840**	**4,840**	**(18)**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	1,020	1,020	(42)	0	0	0	0	0	0	0	0
Special	3,820	3,820	24	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

1710, 1903, 2211

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

DESCRIPTION: Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

PURPOSE & NEED SUMMARY STATEMENT: Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: 30% design is ongoing and anticipated to be completed in FY 2028. $5 million was received in community project funding to support the project and will be administered in partnership with SHA.

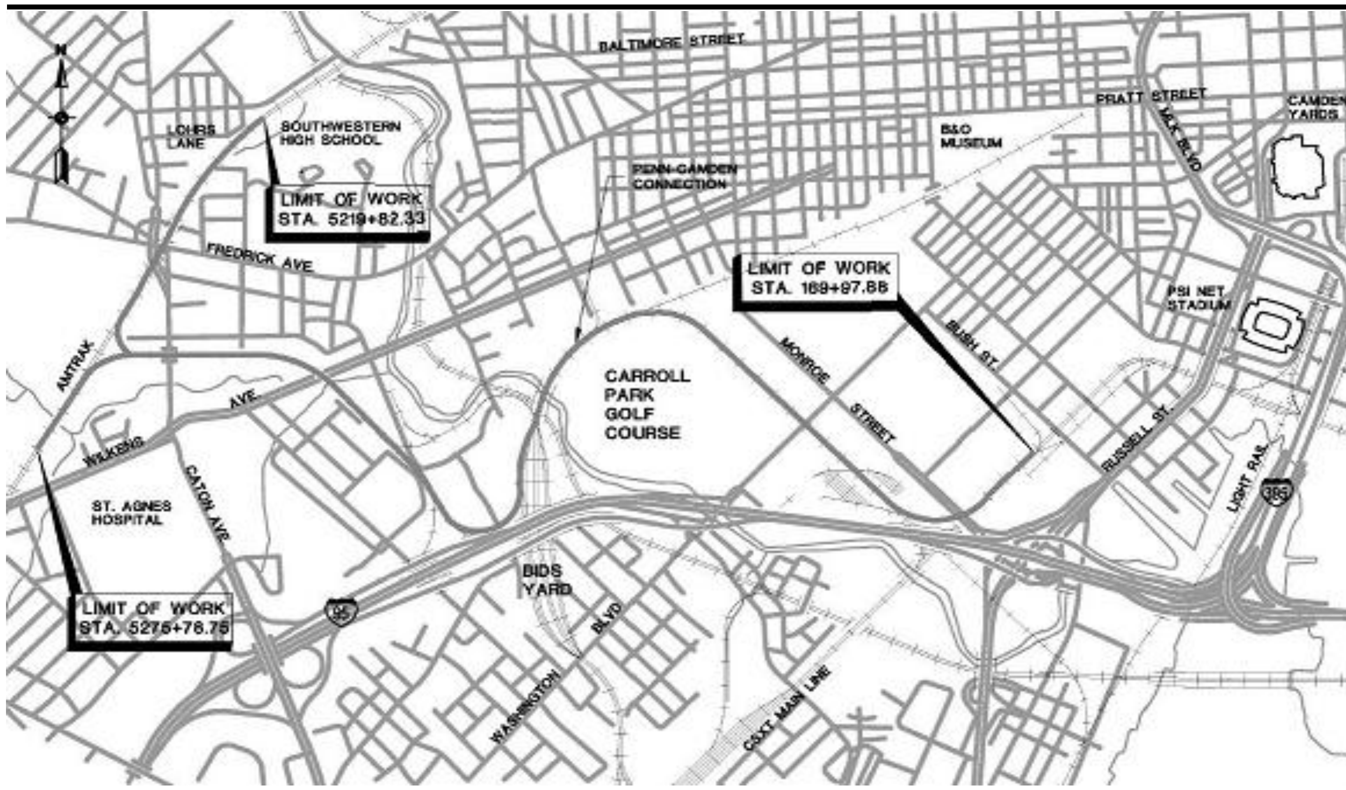
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	45	15	15	30	0	0	0	0	0	30	0
Engineering	1,802	1,302	612	500	0	0	0	0	0	500	0
Right-of-way	183	113	113	70	0	0	0	0	0	70	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**2,030**	**1,430**	**740**	**600**	**0**	**0**	**0**	**0**	**0**	**600**	**0**
Federal-Aid	624	624	75	0	0	0	0	0	0	0	0
Special	1,406	806	666	600	0	0	0	0	0	600	0
Other	0	0	0	0	0	0	0	0	0	0	0

1551

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:



PROJECT: MARC Penn-Camden Connector

DESCRIPTION: The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

PURPOSE & NEED SUMMARY STATEMENT: The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to the Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station. The project will also allow MARC trains to switch between the Penn and Camden Lines in Baltimore instead of deadheading to Union Station in Washington D.C.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The connection will allow MARC to more efficiently bring its locomotives from both Penn and Camden lines to MARC's Riverside Maintenance Facility.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: 30% design and NEPA Environmental Assessment development are underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2	0	0	2	0	0	0	0	0	2	0
Engineering	14,907	7,450	3,645	7,116	341	0	0	0	0	7,457	0
Right-of-way	4,604	584	105	4,020	0	0	0	0	0	4,020	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**19,512**	**8,033**	**3,750**	**11,138**	**341**	**0**	**0**	**0**	**0**	**11,479**	**0**
Federal-Aid	15,639	6,474	3,889	8,893	272	0	0	0	0	9,165	0
Special	3,873	1,559	(139)	2,246	68	(0)	(0)	(0)	0	2,314	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $4.0M as MTA pursuing the purchase of Claremont Branch in FY 2027.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: MARC Stations and Service Studies

DESCRIPTION: Design for various station improvements such as high-level platforms and canopies, accessible entrances, and station amenities at multiple MARC locations, both new and existing. Additionally, this project will explore potential service expansion by way of rail capacity modeling along the MARC Penn, Camden, and Brunswick lines.

PURPOSE & NEED SUMMARY STATEMENT: Improving upon current infrastructure is needed not only to maintain a MARC assets in state of good repair, but to provide better customer services at MARC stations and lines.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Improving upon various stations and amenities while exploring system expansion opportunities will provide enhanced customer service along MARC lines.

SMART GROWTH STATUS:

- [X] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: The MARC Growth and Transformation Plan was published in FY 2026, which details service opportunities, projects needed to achieve each scenario, associated costs and next steps for Maryland's passenger rail service. Conceptual design for MARC Bayview and Elkton Stations is complete, as required by Senate Bill 514.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,323	1,323	156	0	0	0	0	0	0	0	0
Engineering	4,850	4,850	68	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**6,173**	**6,173**	**224**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	4,586	4,586	(120)	0	0	0	0	0	0	0	0
Special	1,587	1,587	344	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2165, 2167, 2168, 2169, 2171

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: LOTS Transit Development Plan (TDP)

DESCRIPTION: Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

PURPOSE & NEED SUMMARY STATEMENT: These plans are used by individual LOTS to enhance transit.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: These plans are used by individual LOTS to enhance transit within their communities.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [X] Not Subject to PFA Law
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

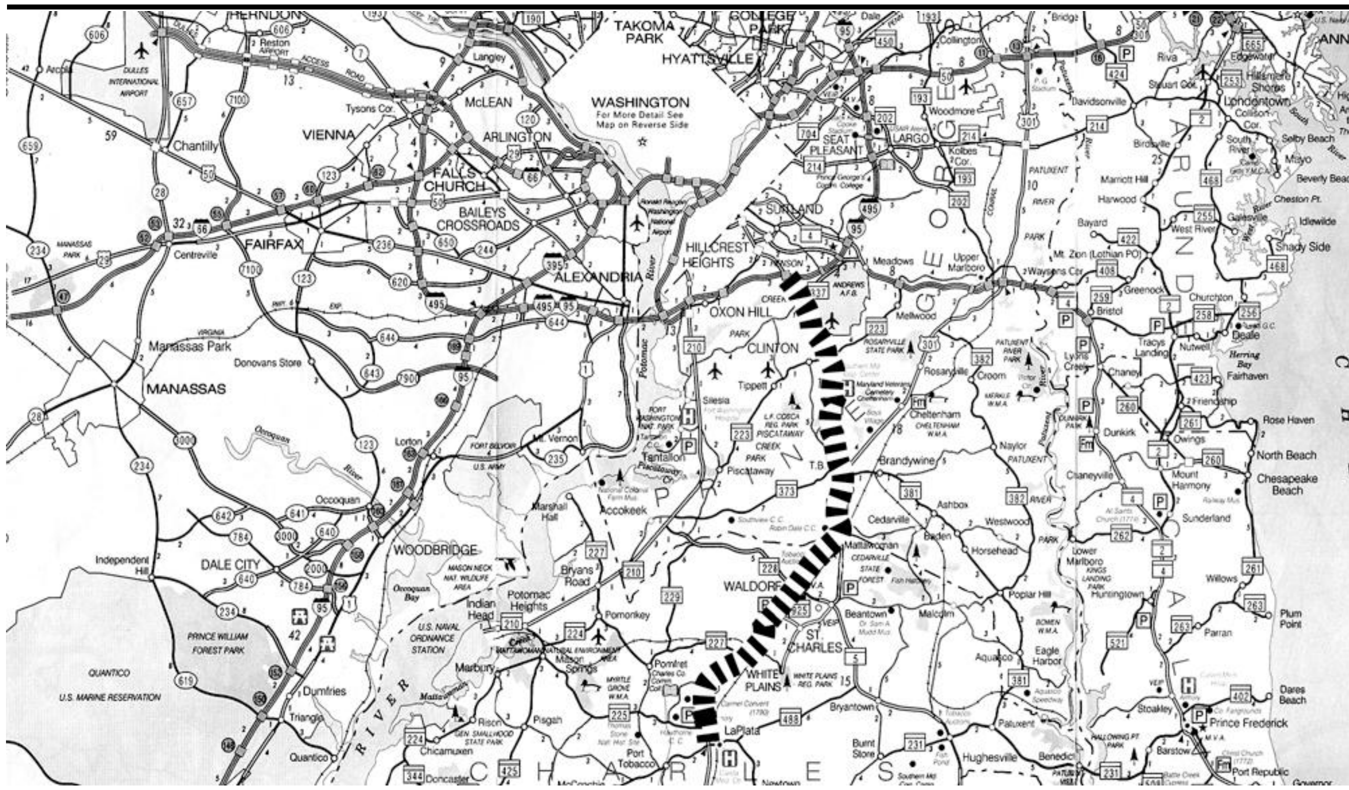
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,103	4,061	475	344	698	0	0	0	0	1,042	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**5,103**	**4,061**	**475**	**344**	**698**	**0**	**0**	**0**	**0**	**1,042**	**0**
Federal-Aid	3,583	2,691	504	306	587	0	0	0	0	892	0
Special	1,503	1,353	(29)	38	111	0	0	0	0	150	0
Other	17	17	0	0	0	0	0	0	0	0	0

90202

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:



PROJECT: Southern Maryland Rapid Transit

DESCRIPTION: The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Transit Administration, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT Project.

PURPOSE & NEED SUMMARY STATEMENT: The SMRT Project will provide safe, accessible, and equitable high-capacity rapid transit service during both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/U.S. 301 highway corridor. Completion of the NEPA process and a Record of Decision by FTA are required for federal funding eligibility.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The MD 5/US 301 corridor is a major north/south transportation corridor in Maryland for commuting, recreational, and regional travel. The entire corridor is auto dependent and continues to grow, leading to an expected increase in traffic congestion. The SMRT Project is studying rapid transit system alternatives along this MD 5/US 301 corridor to provide better transportation choices and connectivity to existing transportation networks.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [X] Exception Will Be Required
- [ ] Exception Granted

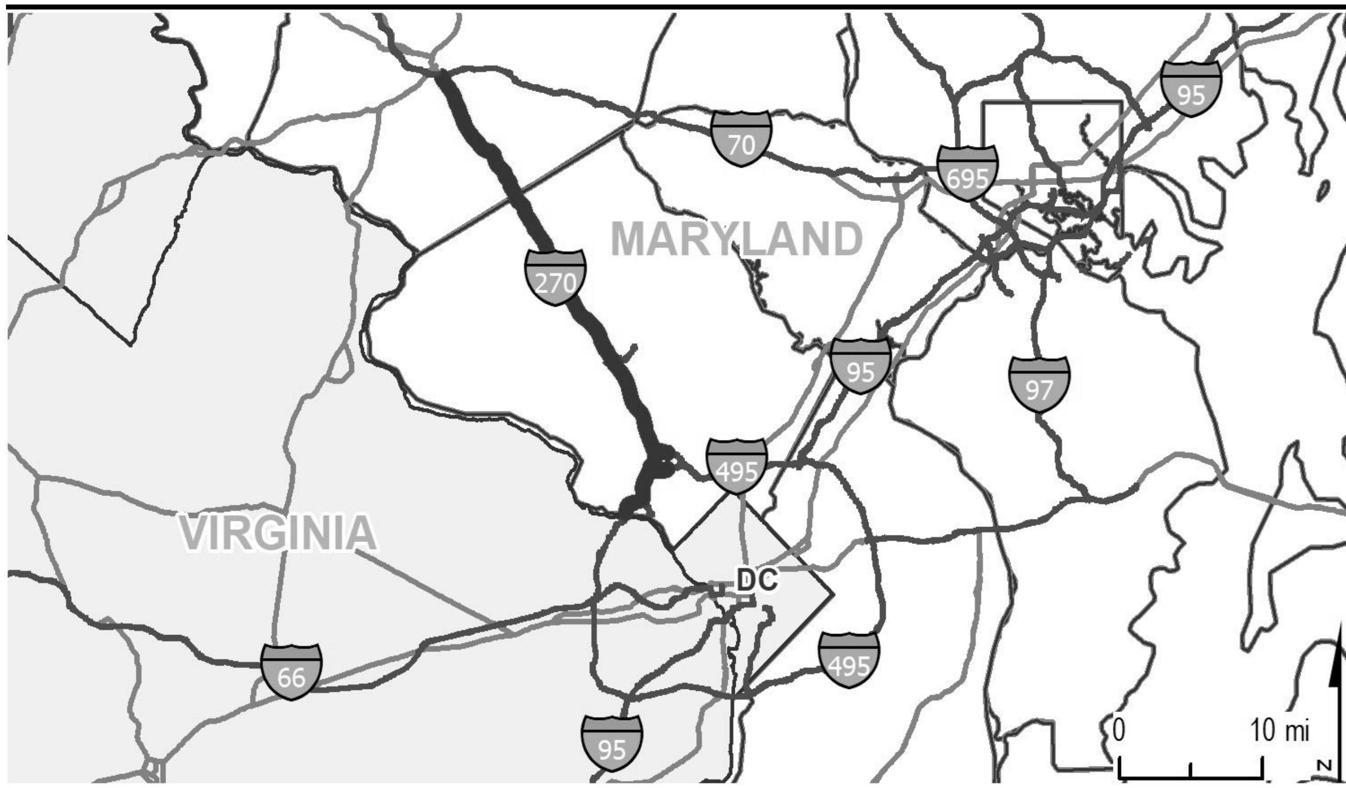
STATUS: Screenings in preparation of the Planning and Environment Linkages (PEL) Study were completed and presented to the Intergovernmental Project Committee in FY 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	40,239	14,733	6,481	5,330	3,543	6,950	0	0	0	15,822	9,684
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**40,239**	**14,733**	**6,481**	**5,330**	**3,543**	**6,950**	**0**	**0**	**0**	**15,822**	**9,684**
Federal-Aid	15,000	5,000	3,303	3,764	1,236	5,000	0	0	0	10,000	0
Special	25,239	9,733	3,179	1,565	2,307	1,950	0	0	0	5,822	9,684
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $5.2M due to receipt of a third congressional directed spending grant and miscellaneous adjustments.

USAGE:



PROJECT: I-495/I-270 Corridor Transit Investments Program

DESCRIPTION: This project will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. This project is now incorporated in SHA Statewide Line 10 - I-270 and I-495 Phase I, a project that is focused on people throughput and improving transit access.

PURPOSE & NEED SUMMARY STATEMENT: This project supports coordination regarding future transit investments along the I-495/I-270 corridors.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Maintain a High Standard and Modernize Maryland's Multimodal Transportation System.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: The American Legion Bridge +270 (ALB+270) Multimodal Program was completed in FY 2025 and closed out in FY 2026.

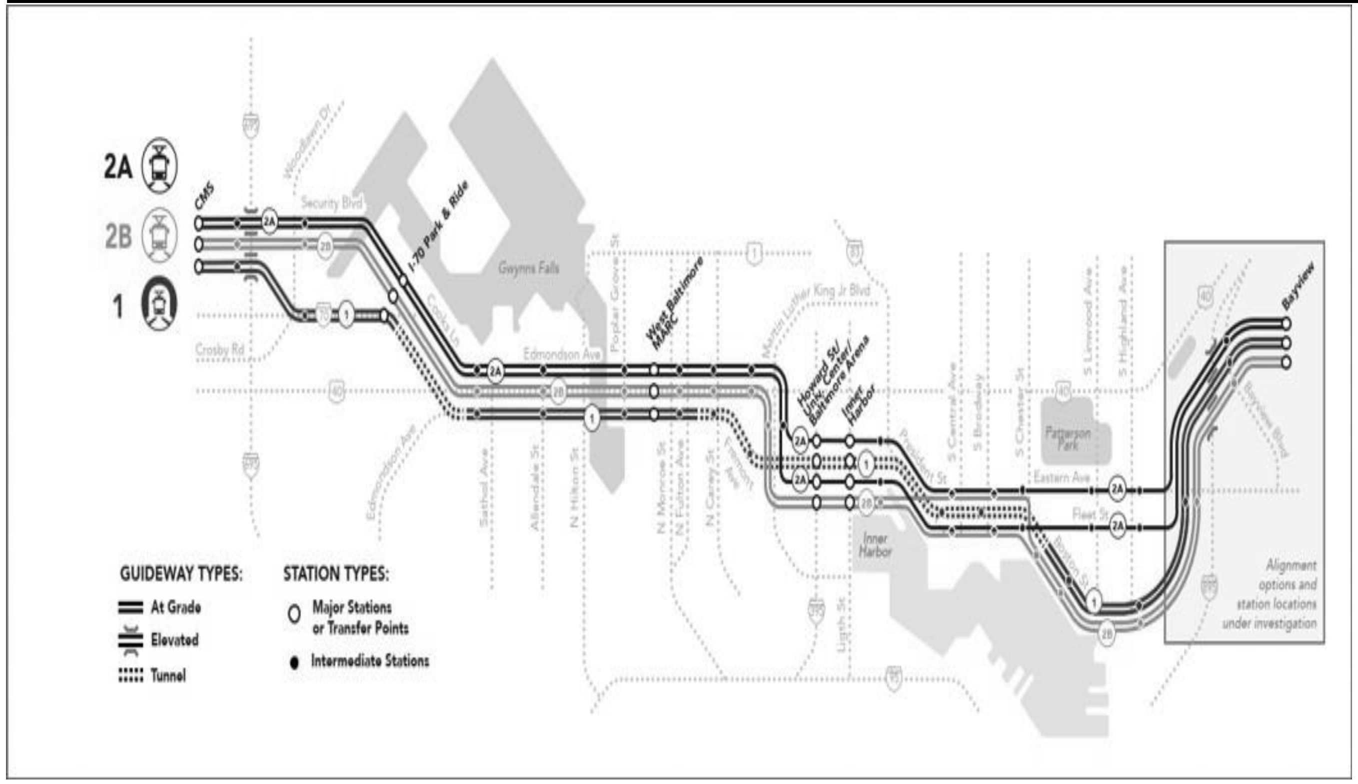
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	343	343	86	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**343**	**343**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	343	343	86	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2058

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:



PROJECT: Red Line

DESCRIPTION: The Red Line is an east-west, high-frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities' access to jobs, education, services, and opportunities. This major investment in transit will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the west and Bayview to the east). The Red Line project is building upon over ten years of study, engineering, environmental analysis, and substantial community participation, which shaped the Red Line prior to its cancellation in 2015. Project work is currently focused on the alternative development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public.

PURPOSE & NEED SUMMARY STATEMENT: The Red Line project will provide high-frequency, high-capacity transit service in the corridor in a manner that improves transit efficiency; increases access to transit near work and activity centers; enhances connections among existing transit routes; provides transportation choices for east-west commuters; and supports economic development and community revitalization.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Red Line project presents an investment that will provide communities access to jobs, education, services, and opportunities. This will provide additional transportation options, will improve the quality of transit services in the region, and will support environmental protection by reducing emissions. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: These options under consideration include a full 14-mile light rail project, a phased light rail project, and revisiting bus rapid transit (BRT). MTA held open houses in May 2026, and public engagement is ongoing. Continued technical and environmental work is ongoing to ensure that the project is competitive for future federal funding.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING (FOR PLANNING PURPOSES ONLY) ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	156,458	62,494	35,718	30,116	36,115	27,541	191	0	0	93,964	0
Engineering	67,896	562	284	481	287	287	180	0	0	1,235	66,100
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**224,354**	**63,056**	**36,002**	**30,597**	**36,402**	**27,828**	**371**	**0**	**0**	**95,199**	**66,100**
Federal-Aid	112,118	38,712	27,357	24,000	27,492	21,914	0	0	0	73,406	0
Special	112,236	24,344	8,645	6,597	8,910	5,914	371	0	0	21,793	66,100
Other	0	0	0	0	0	0	0	0	0	0	0

USAGE:

1894

PROJECT: MARC BWI 4th Track

DESCRIPTION: Design and construction of a fourth track and third platform edge at the MARC/Amtrak BWI Station. Phase I will include construction of the third platform edge and fourth track through and adjacent to the station. Phase I will provide capacity for increased Amtrak Acela and regional service, and MARC service enhancement in accordance with the Frederick Douglass Tunnel (FDT) MOU executed with Amtrak in January 2023. Phase II will complete the fourth track per original FRA FONSI.

PURPOSE & NEED SUMMARY STATEMENT: BWI Rail Station has two platform edges and three tracks currently and will be the next major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor (NEC) upon completion of the Frederick Douglass Tunnel. The Federal Railroad Administration (FRA) published a Finding of No Significant Impact (FONSI) for the BWI 4th Track project in January 2016; the FONSI identified a preferred alternative to add a third platform edge and fourth track through BWI Rail Station, along with a significant additional section of fourth track on the NEC. Subsequent to the FONSI, the project has been split into Phase I (third platform edge at the station and a portion of fourth track) and Phase II (remainder of fourth track).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project will address a future major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor upon completion of the Frederick Douglass Tunnel.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Amtrak has presented initial concepts to MTA and will be advancing to its final 5% conceptual design in FY 2028.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	20,000	925	925	1,000	1,000	11,475	0	0	5,600	19,075	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**20,000**	**925**	**925**	**1,000**	**1,000**	**11,475**	**0**	**0**	**5,600**	**19,075**	**0**
Federal-Aid	15,848	740	740	800	800	9,028	0	0	4,480	15,108	0
Special	4,152	185	185	200	200	2,447	0	0	1,120	3,967	0
Other	0	0	0	0	0	0	0	0	0	0	0

2170

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $5.6M due to the new program year.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

PROJECT: 5th Division Bus

DESCRIPTION: This project will design and construct a fifth bus division to serve MTA core bus transit. The division will contain space for staff, bus operations, maintenance, and additional support services. This space will support MTA's ongoing efforts to add new core bus service and improve reliability of existing core bus service.

PURPOSE & NEED SUMMARY STATEMENT: MTA will require additional operations and maintenance space to operate additional bus service because its four current bus divisions are all at capacity.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Construction of a Bus 5th Division is necessary to provide new core bus service to meet growing ridership demand as well as to improve system reliability.

SMART GROWTH STATUS:
- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Design was issued notice to proceed (NTP) in FY 2026 and is underway. Right of way acquisition is also underway.

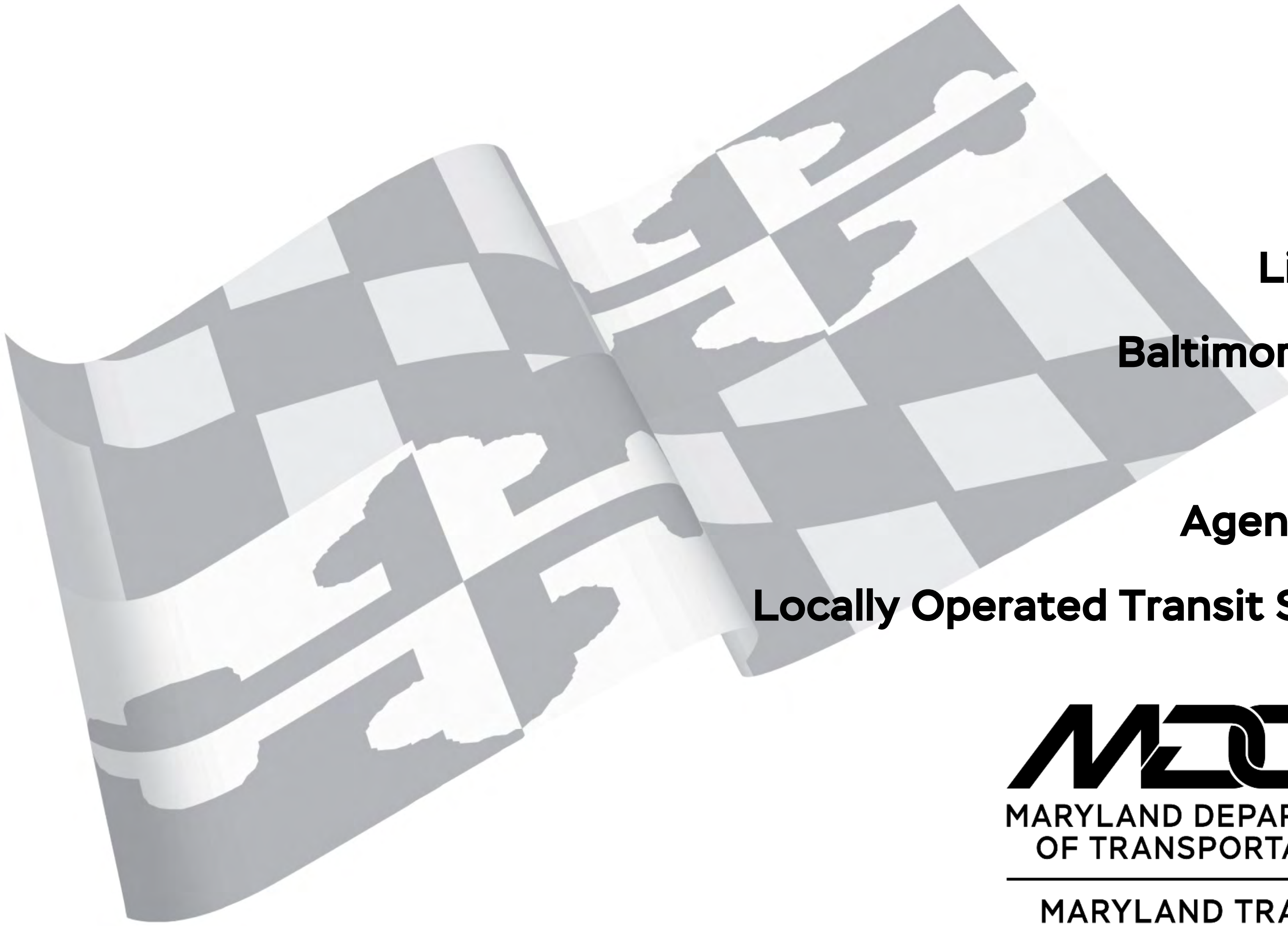
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	240	0	0	200	40	0	0	0	0	240	0
Engineering	7,806	6	6	7,800	0	0	0	0	0	7,800	0
Right-of-way	16,500	1,600	1,600	14,900	0	0	0	0	0	14,900	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74	74	62	0	0	0	0	0	0	0	0
Total	**24,620**	**1,680**	**1,668**	**22,900**	**40**	**0**	**0**	**0**	**0**	**22,940**	**0**
Federal-Aid	19,600	1,228	1,228	18,372	0	0	0	0	0	18,372	0
Special	5,020	452	440	4,528	40	0	0	0	0	4,568	0
Other	0	0	0	0	0	0	0	0	0	0	0

2347, 2526

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $10.0M to fund 30% design and acquire property for the new facility.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 59

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
AGY - ADA Compliance				
MTAPRJ001983	AGY Technical Accessibility Reviews	$	1,720	Underway
AGY - Environmental Compliance				
MTA1592	AGY -EPA/MDE Compliance	$	4,222	Underway
AGY - Facilities - Pavement				
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	$	1,733	Design Completed
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	$	1,366	FY 2027
AGY - Facilities - Roof				
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	$	5,801	FY 2028
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	$	2,150	FY 2026
MTAPRJ001918	AGY Roof Replacement Milford Mill	$	1,514	FY 2028
MTAPRJ002028	LTR Cherry Hill Roof Replacement	$	271	Deferred
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	$	4,120	Deferred
MTAPRJ002120	MTR Wabash Main Roof Replacement	$	3,974	Completed
MTAPRJ002396	MTR OCC Roof Replacement	$	1,292	-
AGY - Guideway - T&S				
MTAPRJ002334	AGY Procurement of 115RE Rail and Rail Welding	$	3,516	-
AGY - Non-Revenue Vehicles				
MTAPRJ002539	AGY FY2026 Non-Revenue Vehicles Procurement	$	5,940	-
AGY - Planning Initiatives				
MTAPRJ002613	MARC - Kensington MARC Station Overpass	$	188	-

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 60

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
AGY - Stormwater Management				
MTAPRJ001968	LTR Mount Washington SWM Improvements	$	1,085	Design Completed
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	$	974	Design Completed
MTAPRJ002214	LTR Cromwell Station Pond Repairs	$	736	Under Construction
AGY - Systems				
MTAPRJ002501	BUS FY24 SMART Grant TSP	$	1,249	Underway
AGY - TMDL Compliance				
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit - Staffing	$	2,482	Design Underway
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	$	465	Deferred
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	$	1,653	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	$	317	Deferred
BUS - Equipment				
MTAPRJ002054	BUS Division Equipment	$	6,020	FY 2026
BUS - Facilities				
MTAPRJ001964	BUS White Marsh Comfort Station	$	1,775	Completed
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	$	4,109	FY 2026
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	$	901	FY 2026
BUS - Revenue Vehicles				
MTAPRJ001954	BUS Major Component Replacements	$	23,790	Ongoing
MTAPRJ002551	BUS Unified Systems Architecture (USA) Support	$	3,173	Ongoing
BUS - Systems				
MTAPRJ002268	BUS Integrated Bus Parts Manual System	$	1,600	-

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 61

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
FRT - Freight Grade Crossings			
MTAPRJ002363	FRT Warner Street Highway Rail Grade Crossing	$ 1,918	Design Underway
LOTS - Locally Operated Transit Systems			
MTAPRJ002621	OLTS Aberdeen Station Square	$ 5,600	Design Underway
LTR - Bridge Preservation - T&S			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	$ 3,487	FY 2027
LTR - Drainage			
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	$ 7,980	FY 2027
MTAPRJ001727	LTR Newbury Streambank Stabilization NW 310	$ 634	-
MTAPRJ001927	LTR Church Lane Drainage NE 724	$ 360	Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	$ 1,004	Underway
LTR - Guideway - T&S			
MTAPRJ002637	LTR Clipper Mill Grade Crossing Repairs	$ 200	Under Construction
MTAPRJ002699	LTR Catenary Poles Inspection Frequencies - 2026-27	$ 425	-
LTR - Systems Maintenance			
MTAPRJ002200	LTR Grade Crossing Lighting Upgrades	$ 507	-
MTAPRJ002201	LTR Signal Relays Repair and Maintenance	$ 450	-
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	$ 176	Underway
MARC - Facilities - FE			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	$ 453	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 62

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
MARC - Facilities - T&S				
MTAPRJ002651	MARC Station Inspections 2025	$	208	Ongoing
MARC - Guideway				
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	$	3,000	Under Construction
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	$	1,808	Design Underway
MTAPRJ002362	MARC Bush River Bridge Replacement	$	980	Design Underway
MTAPRJ002365	MARC Gunpowder River Bridge Replacement	$	1,580	Design Underway
MOL - Systems				
MTAPRJ002562	MOL Trapeze System Replacement - Software	$	350	Underway
MTR - Bridge & Elevated Structures - T&S				
MTAPRJ001747	MTR Reisterstown Plaza Beam Repair	$	1,158	-
MTAPRJ002550	MTR State Center Station Leak & Structural Repair	$	217	Design Underway
MTR - Facilities Maintenance				
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	$	486	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	$	459	Design Underway
MTR - Guideway - Ops				
MTAPRJ001897	MTR Operator Simulator	$	215	Deferred
MTAPRJ002309	MTR Metro Rail Components & Sub-Assemblies	$	1,413	-
MTR - Revenue Vehicles				
MTAPRJ002662	MTR New Railcar Shop Equipment	$	81	-

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 63

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
MTR - Safety Initiatives				
MTAPRJ002470	MTR Safety Equipment	$	428	-
MTR - Systems Maintenance				
MTA1535	MTR Metro UPS Life Extension and Modernization	$	5,058	FY 2027
MTAPRJ001745	AGY LED Lighting Replacement	$	0	Deferred
POL - Systems				
MTA1516	AGY POL Video Management System Replacement	$	8,417	FY 2027

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
- FY 2027 and 2028			
	$	-	-
Allegany County FY 2027 and 2028			
Preventive Maintenance (FY25)	$	400	Ongoing
Preventive Maintenance (FY26 5311)	$	200	Ongoing
Transit Development Plan (FY24 5304)	$	100	Underway
Annapolis County FY 2026 Completions			
Mobile Lift (FY26 LU)	$	85	Complete
Annapolis County FY 2027 and 2028			
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	$	812	FY27
Automatic Vehicle Location System (FY23 5339)	$	98	FY27
Office Furniture (FY26 LU)	$	25	FY27
Passenger Ferry Vesses (FY22 5307)	$	3,500	FY27
Roof Replacement (FY LU)	$	450	FY27
Preventive Maintenance (FY26 LU)	$	650	Ongoing
Anne Arundel County FY 2026 Completions			
2 Minivan Expansions (FY25 5339)	$	182	Complete
3 Small Cutaway Bus Expansions (FY25 5339)	$	375	Complete
Mobile Radios (FY19 5339)	$	35	Complete
Ridesharing (FY24)	$	197	Complete
Anne Arundel County FY 2027 and 2028			
1 35' Allison E-Gen Flex Hybrid Bus (FY22 6339)	$	1,081	FY27
3 Minivan Expansions (FY24 5339)	$	213	FY27
3 Small Cutaway Bus Expansions (FY24 5339)	$	366	FY27
4 Electric Expansion Buses (FY22 ARPA SWAP)	$	584	FY27

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Anne Arundel County FY 2027 and 2028 (cont'd)			
4 Small Expansion Buses (FY26 5339)	$	656	FY27
Ridesharing (FY26)	$	197	Underway
Baltimore City FY 2026 Completions			
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	$	3,400	Complete
Baltimore City FY 2027 and 2028			
Ferry Engineering/Design (FY22 5307)	$	78	FY26
2 Ferry Acquistion (FY22 5307)	$	3,965	FY27
4 Heavy Duty Replacement Buses - 1203, 1206, 1209 & 1212 (FY25 5339)	$	3,608	FY27
40' Hybrid Diesel-Elect Replacement Bus - 1201 (FY26 5339)	$	958	FY27
40' Hybrid Diesel-Elect Replacement Bus - 1210 (FY26 5339)	$	958	FY27
40' Hybrid Diesel-Elect Replacement Bus - 1211 (FY26 5339)	$	958	FY27
Feasibility Study (FY25 5304)	$	50	FY27
Ferry Terminal Engineering/Design (FY22 5307)	$	146	FY27
Ferry Terminal Rennovation (FY22 5307)	$	1,687	FY27
Bus Stop Relocation (FY24 5339)	$	300	Underway
Passenger Ferry Vessel (FY23 STATE)	$	1,600	Underway
Ridesharing (FY26)	$	82	Underway
Ridesharing (FY26) - Baltimore Metropolitan Council	$	170	Underway
Baltimore County FY 2027 and 2028			
2 Small Expansion Buses (FY23 5339)	$	193	FY27
4 Medium Duty Bus Expansion (FY25 5311)	$	1,119	FY27
4 Samsara Dashcams (FY26 5311)	$	68	FY27
5 Small Cutaway Bus Expansions (FY24 5339)	$	440	FY27
Transit Development Plan - TDP (FY26 5304)	$	100	FY27
Calvert County FY 2026 Completions			
3 Small Replacement Buses- 144, 148 & 149 (FY25 5339)	$	327	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Calvert County FY 2026 Completions (cont'd)			
Automatic Passenger Counters (FY25 5307)	$	9	Complete
Automatic Passenger Counters (FY25 5311)	$	35	Complete
AVL Equipment (FY18 5339)	$	4	Complete
Preventive Maintenance (FY25 5307)	$	26	Complete
Calvert County FY 2027 and 2028			
DPW Fuel Depot (FY23 5307)	$	76	FY27
DPW Fuel Depot (FY23 5311)	$	284	FY27
DPW Fuel Depot (FY24 5307)	$	16	FY27
DPW Fuel Depot (FY24 5311)	$	158	FY27
DPW Fuel Depot (FY26 5307)	$	19	FY27
DPW Fuel Depot (FY26 5311)	$	72	FY27
Small Replacement Bus - 150 (FY26 5339)	$	143	FY27
Small Replacement Bus - 154 (FY26 5339)	$	143	FY27
Station Assessment (FY24 5307)	$	42	FY27
Station Assessment (FY24 5311)	$	59	FY27
Transfer Station - D&E (FY26 5307)	$	47	FY27
Transfer Station - D&E (FY26 5311)	$	178	FY27
Transfer Station Needs Assessment (FY23 5307)	$	22	FY27
Preventive Maintenance (FY26 5307)	$	32	Ongoing
Preventive Maintenance (FY26 5311)	$	119	Ongoing
Ridesharing (FY26)	$	9	Underway
Transfer Station Needs Assessment (FY23 5311)	$	83	Underway
Carroll County FY 2026 Completions			
Small Replacement Bus - 3309 (FY26 5339)	$	118	Complete
Carroll County FY 2027 and 2028			
Small Replacement Bus - 3326 (FY26 5339)	$	132	FY27
Small Replacement Bus - 3329 (FY26 5339)	$	132	FY27
Preventive Maintenance (FY26 5311)	$	200	Ongoing

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Carroll County FY 2027 and 2028 (cont'd)			
Transit Development Plan - TDP (FY25 5304)	$	100	Underway
Cecil County FY 2026 Completions			
Preventive Maintenance (FY25 5311)	$	200	Complete
Cecil County FY 2027 and 2028			
1 Medium Replacement Bus - 251 (FY26 SSTAP)	$	152	FY26
Land Acquisition - Transit Hub	$	1,000	FY27
Transit Hub D & E (FY23 5307)	$	400	FY27
Preventive Maintenance (FY26 5307)	$	200	Ongoing
Transit Hub D & E (FY22 5307)	$	400	Underway
Charles County FY 2026 Completions			
Preventive Maintenance (FY25 5307)	$	215	Complete
Charles County FY 2027 and 2028			
Construction Oversight (FY23 5307)	$	500	FY27
Facility Construction (FY22 5307)	$	750	FY27
Facility Construction (FY23 5307)	$	4,250	FY27
Facility Construction (FY24 5307)	$	5,000	FY27
Facility Construction (FY24 5311)	$	2,375	FY27
Facility Construction (FY25 5307)	$	2,000	FY27
Small Replacement Bus - T81 (FY26 5339)	$	142	FY27
Small Replacement Bus - T83 (FY26 5339)	$	142	FY27
Small Replacement Bus - T87 (FY26 5339)	$	142	FY27
Preventive Maintenance (FY26 5307)	$	227	Ongoing
Bus Stop Improvements (FY26 5307)	$	150	Underway
Design & Engineering for Facility (FY21)	$	500	Underway

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Dorchester County FY 2026 Completions			
Fencing Around Facility (FY23 5311)	$	100	Complete
Transit Development Plan (FY23 5304)	$	90	Complete
Dorchester County FY 2027 and 2028			
Preventive Maintenance (FY26 5311)	$	62	Ongoing
Eastern Shore Non-Profits FY 2027 and 2028			
Delmarva Community Svcs - 1 Small Bus Replacement (12/2) - 220 (FY26/27)	$	122	FY27
Delmarva Community Svcs - Mobility Management (FY26/27)	$	114	Ongoing
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	$	30	Ongoing
Delmarva Community Svcs - Preventive Maintenance (FY26/27)	$	48	Ongoing
Delmarva Community Transit - Mobility Management (FY22/23 5310)	$	333	Ongoing
Elderly/ Disabled Non-Profits FY 2026 Completions			
Action in Maturity - Preventive Maintenance (FY24/25)	$	24	Complete
ARC Northern Chesapeake - Minivan Expansion (5B) (FY26/27)	$	84	Complete
ARC Northern Chesapeake - Minivan Replacement (5A) - 128 (FY26/27)	$	98	Complete
ARC Northern Chesapeake - Minivan Replacement (5A) - 130 (FY26/27)	$	98	Complete
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	$	3	Complete
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	$	132	Complete
ARC of Southern Maryland - 3 Minivan Expansion (5A) (FY26/FY27)	$	288	Complete
Associated Catholic Charities - Preventive Maintenance (FY24/25)	$	132	Complete
Chesterwye Center - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - 1 Van Expansion Type 1 (FY24/25)	$	70	Complete
Fello, Inc. - 1 Van Expansion Type 4 (FY24/25)	$	66	Complete
Fello, Inc. - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - Preventive Maintenance (FY22/23)	$	3	Complete
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	$	140	Complete
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	$	28	Complete

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Elderly/ Disabled Non-Profits FY 2026 Completions (cont'd)			
Partners in Care - Equipment Tablets (FY24/25)	$	3	Complete
Partners In Care - Technology & Equipment (FY26/FY27)	$	54	Complete
Progress Unlimited - Minivan Expansion (5B) (FY26/FY27	$	85	Complete
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	$	66	Complete
Prologue Inc. - 1 Van Replacement - (5302) Type 3A (FY24/25)	$	70	Complete
Providence Center - 2 Minivan Expansion (FY26/FY27)	$	186	Complete
Richcroft, Inc. - 2 Minivan Expansions (2A) (FY26/FY27)	$	160	Complete
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	$	66	Complete
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	$	70	Complete
Spring Dell Center - Preventive Maintenance (FY24/25)	$	27	Complete
Spring Dell Center - Minivan Replacement (1A) - 66 (FY26/FY27)	$	77	Complete
Spring Dell Center - Preventive Maintenance (FY22/23)	$	42	Complete
Washington County CAC - Mobility Management (FY24/25)	$	350	Complete
Washington County CAC - Preventive Maintenance (FY24/25)	$	24	Complete
Worcester County Commission on Aging - Preventive Maintenance (FY22/23)	$	24	Complete
Elderly/ Disabled Non-Profits FY 2027 and 2028			
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	$	70	FY26
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	$	66	FY26
ARC of Central Chesapeake - 3 Minivan Expansion (1A) (FY26/FY27)	$	225	FY26
ARC of Central Chesapeake - PPE (FY22/23)	$	1	FY26
Humanim - 2 Small Expansion Buses (3A) (FY26/FY27)	$	222	FY26
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	$	70	FY27
Appalachian Parent Association - Small Replacement Bus (3A) - 201 (FY26/FY27)	$	131	FY27
Appalachian Parent Association - Small Replacement Bus (3A) - 202 (FY26/FY27)	$	131	FY27
ARC Northern Chesapeake - Minivan Expansion (5B) (FY26/27)	$	84	FY27
ARC Northern Chesapeake - Minivan Expansion (5B) (FY26/27)	$	84	FY27
ARC of Carroll County - Minivan Expansion (1A) (FY26/FY27)	$	91	FY27
ARC of Carroll County - Small Replacement Bus (2A) - 1046 (FY26/FY27)	$	101	FY27
Associated Catholic Charities - Minivan Expansion (Wheelchair Lift) (FY26/FY27)	$	225	FY27
Athelas Institute - Sm Replacement Bus - A-127 (FY26/FY27)	$	147	FY27
Athelas Institute - Small Replacement Bus - A-125 (FY26/FY27)	$	147	FY27
Bayside Community Network - Minivan Expansion (5B) (FY26/27)	$	83	FY27

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2027 and 2028 (cont'd)		
Bayside Community Network - Minivan Expansion (5B) (FY26/27)	$ 73	FY27
Chesterwye Center - Minivan Replacement (5B) - 6 (FY26/FY27)	$ 84	FY27
Daybreak Adult Day Services - Minivan Expansion (3A) (FY26/FY27)	$ 84	FY27
Daybreak Adult Day Services - Small Replacement Bus (3A) - 9 (FY26/FY27)	$ 111	FY27
Dorchester County Commission on Aging - Small Replacement Bus (3A) - 6 (FY26/FY27)	$ 113	FY27
Dove Pointe, Inc. - Small Replacement Bus (7A) - 151 (FY26/FY27)	$ 96	FY27
Dove Pointe, Inc. - Small Replacement Bus (7A) - 152 (FY26/FY27)	$ 96	FY27
Fello, Inc. - PPE (FY22/23)	$ 1	FY27
Friends Aware - Minivan Expansion (5B) (FY26/FY27)	$ 91	FY27
Harford Center - Sm Replacement Bus (3A) - 9 (FY26/27)	$ 117	FY27
Harford Center - Small Replacement Bus (3A) - 1 (FY26/27)	$ 117	FY27
Johns Hopkins Health System - Small Replacement Bus - 24-015 (FY26/FY27)	$ 129	FY27
League of People w/Disabilities - 2 Minivans Expansion (3A) (FY26/FY27)	$ 142	FY27
League of People w/Disabilities - 2 Minivans Expansion (3A) (FY26/FY27)	$ 162	FY27
League of People w/Disabilities - Minivan Replacement (3A) - 43981HTFREDDIE (FY26/FY27)	$ 115	FY27
LifeBridge Health - 3 Small Bus Replacements (3A) - 59, 1323, 1355 (FY26/FY27)	$ 348	FY27
LifeBridge Health - Minivan Expansion (FY26/FY27)	$ 85	FY27
LifeBridge Health - Minivan Replacement - 28 (FY26/FY27)	$ 85	FY27
Lifestyles of Maryland - 3 Small Replacement Buses (3A) - 1, 2, 3 (FY26/FY27)	$ 372	FY27
Lower Shore Enterprises - Small Replacement Bus (3A) - 94 (FY26/FY27)	$ 138	FY27
Meritus Health - Minivan Expansion (5B) (FY26/FY27)	$ 91	FY27
Nuwave Health Services - 2 Small Expansion Buses (3A) (FY26/FY27)	$ 228	FY27
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	$ 8	FY27
Partners In Care - Small Bus Expansion (FY26/FY27)	$ 111	FY27
Providence Center - 8 Minivan Replacements - W-2, W-6, W-7, W-8, W-11, W-12, W-13, W-14 (FY26/FY27)	$ 648	FY27
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	$ 66	FY27
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	$ 16	FY27
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	$ 20	FY27
Sheppard Pratt Health System - Minivan Replacement (3A) - 1FDFE4FS6EDA83585 (FY26/FY27)	$ 101	FY27

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Elderly/ Disabled Non-Profits FY 2027 and 2028 (cont'd)			
Sheppard Pratt Health System - Minivan Replacement (5A) - 1FD3E35L78DB59150 (FY26/FY27)	$	101	FY27
Sheppard Pratt Health System - Small Replacement Bus (3A) - 1FDFE4FS9KDC59590 (FY26/FY27)	$	109	FY27
Somerset Community Services - 2 Small Replacement Buses (2A) - 2140 & 2141 (FY26/FY27)	$	202	FY27
Spring Dell Center - 2 Small Replacement Buses (4A) - 75 & 76 (FY26/FY27)	$	242	FY27
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	$	66	FY27
St. Mary's Adult Medical Day Care - Small Expansion Bus (3A) - (FY26/FY27)	$	116	FY27
St. Mary's Adult Medical Day Care - Small Replacement Bus (3A) - 63 (FY26/FY27)	$	116	FY27
St. Mary's Nursing Center - Minivan Replacement (5B) - 1 (FY26/FY27)	$	91	FY27
Unified Community Connections - 2 Small Replacement Buses (1A) - 639 & 640 (FY26/FY27)	$	202	FY27
Unified Community Connections - Minivan Replacement (3A) - 18 (FY26/FY27)	$	83	FY27
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	$	132	FY27
Worcester County Devel. Ctr - Small Expansion Bus (DRW) (FY26/FY27)	$	107	FY27
Worcester County Devel. Ctr - Small Expansion Bus (DRW) (FY26/FY27)	$	107	FY27
Action in Maturity - Preventive Maintenance (FY26/FY27)	$	40	Ongoing
Allegany County HRDC - Mobility Management (FY26/27)	$	93	Ongoing
Allegany County HRDC - Preventive Maintenance (FY26/27)	$	15	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	$	46	Ongoing
Appalachian Parent Association - Preventive Maintenance (FY26/FY27)	$	33	Ongoing
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	$	12	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY26/FY27)	$	168	Ongoing
Bayside Community Network - Mobility Management (FY24/25)	$	29	Ongoing
Chesterwye Center - Preventive Maintenance (FY26/FY27)	$	18	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY24/25)	$	141	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	$	13	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY26/FY27)	$	363	Ongoing
Dorchester County Commission on Aging - Preventive Maintenance (FY26/FY27)	$	20	Ongoing
Fello, Inc. - Preventive Maintenance (FY24/25)	$	12	Ongoing
Friends Aware - Preventive Maintenance (FY26/FY27)	$	37	Ongoing
Harford Center - Preventive Maintenance (FY26/27)	$	20	Ongoing
Johns Hopkins Health System - Preventive Maintenance (FY26/FY27)	$	65	Ongoing

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Elderly/ Disabled Non-Profits FY 2027 and 2028 (cont'd)			
LifeBridge Health - Preventive Maintenance (FY26/FY27)	$	150	Ongoing
Partners in Care - Mobility Management (FY24/25)	$	792	Ongoing
Partners in Care - Preventive Maintenance (FY24/25)	$	40	Ongoing
Partners In Care - Mobility Management (FY26/FY27)	$	719	Ongoing
Partners In Care - Preventive Maintenance (FY26/FY27)	$	40	Ongoing
Progress Unlimited - Preventive Maintenance (FY26/FY27	$	75	Ongoing
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	$	30	Ongoing
Sheppard Pratt Health System - Preventive Maintenance (FY26/FY27)	$	84	Ongoing
Spring Dell Center - Preventive Maintenance (FY26/FY27)	$	34	Ongoing
St. Mary's Nursing Center - Preventive Maintenance (FY26/FY27)	$	11	Ongoing
Washington CAC - Mobility Management (FY26/FY27)	$	350	Ongoing
Washington CAC - Mobility Management (FY26/FY27)	$	56	Ongoing
Washington CAC - Preventive Maintenance (FY26/FY27)	$	30	Ongoing
Worcester County Commission on Aing - Mobility Management (FY26/FY27)	$	200	Ongoing
Appalachian Parent Association - Tire Changer (FY24/25)	$	20	Underway
Frederick County FY 2026 Completions			
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	$	1,042	Complete
Small Bus Replacement-38624 (FY25 5339)	$	131	Complete
Small Bus Replacement-38798 (FY25 5339)	$	131	Complete
Frederick County FY 2027 and 2028			
3 HD 30' Replacement Buses - 40225, 40226, 40227 (FY26 5307)	$	2,085	FY27
Heavy Duty Replacement Bus - 37982 (FY25 5307)	$	650	FY27
Heavy Duty Replacement Bus - 37984 (FY25 5307)	$	650	FY27
Heavy Duty Replacement Bus - 37985 (FY25 5307)	$	650	FY27
Preventive Maintenance (FY26 5307)	$	700	Ongoing
Preventive Maintenance (FY26 5311)	$	70	Ongoing
Ridesharing (FY26)	$	124	Underway

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Garrett County FY 2026 Completions (cont'd)			
Minivan Replacement- 206 (FY25 5339)	$	86	Complete
Minivan Replacement- 209 (FY25 5339)	$	86	Complete
Garrett County FY 2027 and 2028			
4 Small Replacement Buses - 212, 213, 214, 216 (FY26 5339)	$	448	FY27
Bendpak 4 -Post Vehicle Lift (FY24 5311)	$	23	FY27
Bendpak Pipe Bender (FY24 F311)	$	9	FY27
Preventive Maintenance (FY26 5311)	$	300	Ongoing
Transit Development Plan - TDP (FY25 5304)	$	100	Underway
Harford County FY 2026 Completions			
Preventive Maintenance (FY25 5307)	$	1,000	Complete
Harford County FY 2027 and 2028			
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	$	406	FY26
1 Maintenance Support Vehicle Replacement (FY23 5339)	$	75	FY26
4 Heavy Duty Bus Replacments - 8032, 8033, 8034, 8035 (FY20 CARES)	$	1,800	FY26
4 Medium Duty Replacement Buses 8029, 8030, 8031, 8032 (FY20 5339)	$	3,956	FY26
4 Support Vehicles (Vans) Expansion (FY20 CARES)	$	216	FY26
Bus Shelter Installation (FY20 CARES)	$	239	FY26
Bus Stop Benches (FY20 CARES)	$	25	FY26
Facility Roof Replacement (FY20 CARES)	$	363	FY26
Generator Replacement (FY20 CARES)	$	125	FY26
Security Camera System (FY20 CARES)	$	60	FY26
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	$	417	FY27
1 Med 30' Bus Replacement (FY26 (5339)	$	396	FY27
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	$	1,340	FY27
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	$	422	FY27
Accident Avoidance Techn S/W (FY26 5339)	$	60	FY27
RouteMatch Software (FY20 CARES)	$	300	FY27
Transit Bus Simulator S/W (FY26 5307)	$	30	FY27

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Harford County FY 2027 and 2028 (cont'd)			
Microtransit Services Study (FY23 5303)	$	150	Underway
Ridesharing (FY26)	$	88	Underway
RouteMatch Hardware (FY20 CARES)	$	300	Underway
Howard County FY 2026 Completions			
Bus Stop Annunciators (FY20 5339 Discretionary)	$	225	Complete
Preventive Maintenance (FY24 LU)	$	50	Complete
Howard County FY 2027 and 2028			
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	$	524	FY27
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	$	449	FY27
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	$	449	FY27
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	$	449	FY27
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	$	524	FY27
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	$	524	FY27
Heavy Duty Bus Replacement - 9534 (FY25 5339)	$	600	FY27
Heavy Duty Bus Replacement - 9535 (FY25 5339)	$	600	FY27
Heavy Duty Replacement Bus - 9525 (FY26 5339)	$	693	FY27
Small Replacement Bus - 213 (FY26 5339)	$	136	FY27
Ridesharing (FY26)	$	131	Underway
Montgomery County FY 2026 Completions			
Bus Replacement - 35ft (FY24 5307)	$	2,000	Complete
Bus Replacement (FY23 WAG)	$	2,000	Complete
Montgomery County FY 2027 and 2028			
Bus Replacement - 35ft (FY25 WAG)	$	2,000	FY27
Bus Replacement (FY26 WAG)	$	2,000	FY27
Ridesharing (FY26)	$	372	Underway

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Ocean City FY 2027 and 2028			
2 60' Articulated Replacement Buses - 2940 & 2941 (FY25 5311)	$	1,700	FY27
2 60' Articulated Replacement Buses - 2940 & 3780 (FY26 5339)	$	2,332	FY27
Small Replacement Bus - 3002 (FY26 5339)	$	121	FY27
Transition Plan for Zero Emission Vehicles (FY25 5311)	$	149	FY27
Preventive Maintenance (FY26 5311)	$	875	Ongoing
Prince George's County FY 2026 Completions			
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	$	4,258	Complete
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	$	5,799	Complete
Prince George's County FY 2027 and 2028			
10-Battery Electric Buses/Delivery 40' (FY25 5339 Discretionary)	$	6,724	FY27
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	$	12,218	FY27
20 - Data Access Tools (FY22 5339)	$	50	FY27
3 Sm Replacement Buses - 62709-11 (FY26 SSTAP)	$	377	FY27
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	$	260	FY27
5-Battery Electric Buses/Delivery 35' (FY25 5339 Discretionary)	$	3,362	FY27
5-Battery Electric Vans/Delivery (FY25 5339 Discretionary)	$	561	FY27
5-On-Route Charges (Equipment Only) (FY22 5339)	$	1,075	FY27
Apprenticeship Program (FY22 5339)	$	500	FY27
Bus OEM Operating, Maint, First Responders (FY22 5339)	$	250	FY27
Bus OEM Operator, Maintenance, First Resp (FY25 5339 Discretionary)	$	200	FY27
Bus Replacement - 35ft (FY24 5307)	$	500	FY27
Bus Replacement - 35ft (FY25 WAG)	$	500	FY27
Bus Replacement (FY21 WAG)	$	500	FY27
Bus Replacement (FY23 WAG)	$	500	FY27
Bus Replacement (FY26 WAG)	$	500	FY27
Configurables/Options (FY22 5339)	$	1,080	FY27
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	$	217	FY27
Depot Chargers (Equipment Only) (FY22 5339)	$	557	FY27
Depot Construction (FY22 5339)	$	1,378	FY27
Depot/Microgrid Phase II Concept Design (FY25 5339 Discretionary)	$	150	FY27

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Prince George's County FY 2027 and 2028 (cont'd)			
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	$	363	FY27
Infrastructure Training (FY22 5339)	$	100	FY27
Infrastructure Training (FY25 5339 Discretionary)	$	200	FY27
Meetings & Project Management (FY22 Persist Poverty)	$	87	FY27
Microgrid (FY22 5339)	$	6,000	FY27
Microgrid Phase II Construction (FY25 5339 Discretionary)	$	160,054	FY27
NTI Training (FY22 5339)	$	150	FY27
NTI Training (FY25 5339 Discretionary)	$	50	FY27
On-Route Construction (FY22 5339)	$	2,450	FY27
PPE, Tools, and Equipment (FY22 5339)	$	213	FY27
PPE, Tools, and Equipment (FY25 5339 Discretionary)	$	70	FY27
Project Management and Technical Support (FY25 5339 Discretionary)	$	671	FY27
Spare Parts (FY22 5339)	$	120	FY27
Training Aids, Simulators, Components, Equip (FY22 5339)	$	350	FY27
Training Aids, Simulators, Components, Equip (FY25 5339 Discretionary)	$	100	FY27
Transit Center Construction (FY22 Raise)	$	47,000	FY27
Workforce Development Program (FY25 5339 Discretionary)	$	1,000	FY27
Project Mangement & Tech Support (FY22 5339)	$	503	Underway
Ridesharing (FY26)	$	269	Underway
Queen Anne's County FY 2026 Completions			
2 Minivan Replacements- 261 & 319 (FY25 5339)	$	160	Complete
Preventive Maintenance (FY23 5311 & LU)	$	80	Complete
Queen Anne's County FY 2027 and 2028			
2 Power Washers (FY26 5311)	$	242	FY27
2 Small Replacement Buses - 200 & 318 (FY26 5339)	$	244	FY27
New Bus Shelters (FY24 5339)	$	30	Underway
Transportation Development Plan - TDP (FY25 5304)	$	100	Underway

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PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
St. Mary's County FY 2026 Completions (cont'd)			
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	$	229	Complete
2 Small Replacement Buses -16 & 17 (FY24 5339)	$	238	Complete
Preventive Maintenance (FY22 5307 & 5311)	$	175	Complete
Preventive Maintenance (FY23 5307 & 5311)	$	100	Complete
Preventive Maintenance (FY25 5307)	$	30	Complete
Preventive Maintenance (FY25 5311)	$	21	Complete
St. Mary's County FY 2027 and 2028			
1 Medium Replacement - 13 6292 (FY25 5339)	$	232	FY27
1 Small Bus Replacement - 19 6311 (FY25 5339)	$	115	FY27
1 Small Bus Replacement - 21 6313 (FY25 5339)	$	115	FY27
3 Bus Shelters (FY24 5339)	$	43	FY27
4 Minivan Replacements - 15, 20, 148(FY26 5339)	$	448	FY27
Concrete Slab (FY26 5339)	$	45	FY27
Transit Development Plan - TDP (FY26 5304)	$	100	FY27
Preventive Maintenance (FY26 5307)	$	35	Ongoing
Preventive Maintenance (FY26 5311)	$	25	Ongoing
Talbot County FY 2026 Completions			
1 Minivan Replacement - 1118 (FY23 5339)	$	111	Complete
1 Sedan Replacement - 1050 (FY23 5339)	$	50	Complete
1 Small Replacement Bus - 1115 (FY25 5339)	$	113	Complete
1 Small Replacement Bus - 802 (FY23 5339)	$	109	Complete
2 Small Bus Replacements - 1119 & 602 (FY24 5339)	$	220	Complete
Preventive Maintenance (FY24 5311)	$	30	Complete
Preventive Maintenance (FY25 5311)	$	30	Complete
Preventive Maintenance (FY26 5311)	$	35	Complete
Tri-County Council for Lower Eastern Shore FY 2026 Completions			
1 Small Bus Replacement - 13 (FY24 5339)	$	122	Complete
1 Small Bus Replacement - 94 (FY25 5339)	$	110	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Tri-County Council for Lower Eastern Shore FY 2026 Completions (cont'd)			
1 Small Bus Replacement - 97 (FY25 5339)	$	110	Complete
1 Small Bus Replacement- 122 (FY24 5307)	$	113	Complete
2 Medium Replacement Buses - 274, 275 (FY23 5339)	$	279	Complete
Mobility Management (FY24 5307)	$	143	Complete
Mobility Management (FY25 5307)	$	143	Complete
Preventive Maintenance (FY24 5307)	$	800	Complete
Preventive Maintenance (FY25 5307)	$	800	Complete
Ridesharing (FY25)	$	109	Complete
Tri-County Council for Lower Eastern Shore FY 2027 and 2028			
2 Small Replacement Buses - 114 & 115 (FY26 5339)	$	254	FY27
CCTV Upgrade (FY26 5311)	$	56	FY27
Facility Security Expansion (FY26 5311)	$	70	FY27
Generator (FY25 5307)	$	500	FY27
Minivan Expansion (FY26 5307)	$	90	FY27
Minivan Expansion (FY26 5339)	$	90	FY27
Mobility Management (FY26 5307)	$	143	FY27
Network Infrastructure Upgrade (FY26 5307)	$	110	FY27
Preventive Maintenance (FY26 5307)	$	800	Ongoing
Bus Security Cameras (FY20 CARES)	$	400	Underway
Ridesharing (FY26)	$	109	Underway
Study of System Design (FY23 5303PP)	$	410	Underway
Washington County FY 2026 Completions			
1 Support Vehicles Replacement - N-1 (FY20 CARES)	$	49	Complete
Forklift (FY23 5307)	$	35	Complete
Preventive Maintenance (FY20 CARES)	$	1,352	Complete
Routing/Dispatch Transportation Hard & Software (FY24 5307)	$	300	Complete
Shop Truck Replacement- T-1	$	62	Complete
Support Vehicle Replacement - S-1 (FY24 5339)	$	40	Complete
Transit Development Plan - TDP (FY24 5304)	$	95	Complete
Vehicle Wash Machine (FY23 5307)	$	45	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Washington County FY 2027 and 2028			
2 HD Replacement Buses - 713 & 714 (FY26 5307)	$	1,266	FY27
Oil/Water Separator Replacement	$	60	FY27
Small Replacement Bus - 508 (FY26 5307)	$	130	FY27
WCT Roof Replacement (FY23 5339)	$	56	FY27
Preventive Maintenance (FY26 5307)	$	400	Ongoing